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DUNLOP
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HAICHING PIRACY SUSPECTS.

BENCH COMPLAINS OF MUDDLE.

"A THOROUGH MIX-UP" IN THE CHARGES.

"VERY ANNOYING."

The two men charged in connexion with the attempted piracy on the s.s. Haiching who have been remanded from time to time while the Crown is preparing its case, again appeared before Mr. R. E. Hamilton at the Central Magistracy this morning. With them there also appeared a third prisoner, concerning whom the Magistrate asked:—Is this the gentleman who was dying a week ago?

Mr. L. R. Andrewes (for the Crown):—Yes.

Mr. Hamilton:—He does not look too well.

"All Wrong."

Looking over the charge sheets then handed in, his Worship remarked:—It is all wrong here. It is a thorough mix-up. Two men originally were charged with murder. Then they bring this third man in during my absence and charge him with piracy.

Mr. Andrewes:—I was under the impression that all three were going to be charged in respect of the murder of Mr. Woodward; all three to be charged in respect of murder of Khail Singh; and all three to be charged in respect of piracy. I have had nothing to do with the drawing up of these other charges.

The Magistrate:—I can't help it. Someone is responsible.

Mr. Andrewes:—Could you give half-an-hour's remand to straighten this out?

Mr. Andrewes also said that all he knew was that the charges forwarded to him by Mr. Murphy was in respect of the murder of Mr. Woodward. He, himself, sent up two others with respect to the murder of Khail Singh and with respect to the piracy.

28 Witnesses.

Mr. Hamilton:—I think I shall give you until Tuesday to straighten it out.

In the meantime, his Worship said he would fix 11.15 a.m. on Wednesday morning and 2.15 p.m. on Friday for the first two sittings in connexion with the hearing of the case.

Mr. Andrewes said he would have 28 witnesses, a number of whom will give only brief and formal evidence.

Reverting to the matter of the charges, his Worship said:—What I want is to have all the present charges as written on these sheets withdrawn and a new front sheet put in with all the names of the three accused on it. I can put a note in the depositions that, owing to an error, the original front sheet has been withdrawn.

Mr. Andrewes said he would again appear before the Court on Monday morning with the charges straightened out.

Charge Must Be Withdrawn.

Mr. Hamilton:—One of the charges will have to be withdrawn, this being the one on which the third accused appeared alone charged with piracy only.

Mr. Andrewes:—I never drew it up. I never knew it was in.

The Magistrate:—You are responsible. It is only technical.

Mr. Andrewes:—I was not responsible for this state of affairs. I know that Mr. Fitzroy drafted the only charge put in with regard to the murder of Mr. Woodward. This was sent to me. The statement in answer to the charge of murder was also sent to me. The statement in answer to the charge of piracy was not sent to me. I never authorized them to be put in.

Very Annoying.

The Magistrate:—It is technical, but very annoying. His Worship requested Mr. Andrewes to take the matter up with the officials concerned.

It was explained later by Mr. Andrewes that the charges in connexion with the murder of Mr. Woodward were put in in the first place, when the first two accused were charged. Subsequently, when the third man was brought out of hospital, he instructed Mr.

THOMAS'S OFFER TO INDUSTRY.

COTTON TRADE TAKE IT UP SERIOUSLY.

IRON FOLLOWING SUIT.

"Welcome to London."

London, Jan. 17. The Lancashire cotton trade is to be the first staple industry to take steps to profit by Mr. Thomas's financial assurances at Manchester a week ago.

The Executive Joint Committee of the cotton trade organisation at Manchester conferred for a long time to-day considering ways and means to formulate practical schemes.

It was decided to encourage the principle of amalgamation in the various sections of the industry, and to make a definite announcement with regard to the Government's offer later.

It is understood also that discussions are now proceeding in the iron and steel industry with a view to considerable extension of the movement towards amalgamation and reorganisation.—*Reuter.*

BALKANS POISON SENSATION.

TWO MORE WOMEN FACE TRIAL FOR MURDER.

RELATIVES' DEATHS.

Budapest, Jan. 17. The mass poison trials, following the discovery of a series of crimes, the details of which recently caused a sensation all over Europe, were resumed to-day at Szolnok.

Two prosperous middle-aged matrons, both of whom were once renowned village beauties, were brought up, charged with ghastly crimes.

One of them, Madame Foldvari, vehemently denied charges of murdering her mother, her husband and her sweetheart, while the other accused, Madame Michael Kardos denied that she gave Foldvari's husband poisoned wine on the occasion of the Foldvaris paying a joint call.

Madame Kardos also denied poisoning her own child by her first marriage.

She declared that the child was poisoned by a disreputable midwife who later committed suicide.—*Reuter.*

CONDITIONS IN COAL MINES OF EUROPE.

LEAGUE MEETING REJECTS BRITISH PROPOSAL.

Geneva, Jan. 17. The Preparatory Technical Conference on the conditions of work in coal mines has rejected, by thirteen votes to eleven, a British proposal for a seven and a half hour day.

The minority consisted of nine workers' delegates and the official representatives of the British and Dutch Government.—*Reuter.*

GASTONIA MURDER TRIAL.

TRANSFERRED TO QUIETER DISTRICT.

Gastonia, Jan. 17. The trial of the five men charged with alleged second degree murder, the victim being Mrs. Ella May Wiggins, who was shot dead in September last year when travelling in a lorry loaded with strikers, has been removed to Charlotte, North Carolina, on the application of the prosecution.

Feeling has been running high in Gastonia since the unpleasant incidents arising from the cotton strike in the district.

The men charged in this trial are anti-Communists.—*Reuter's American Service.*

Murphy to charge all three men with the murder of Mr. Woodward, with the murder of the Indian guard Khail Singh, and with piracy. How the charges got mixed up in the way they had, he was unable to understand.

U.S. DELEGATION IN LONDON.

INTERESTING SCENE AT PADDINGTON.

KING ON TUESDAY TO SPEAK TO HUGE AUDIENCE.

BIGGEST IN HISTORY.

London, Jan. 17. "Welcome to London. I hope your visit will be a very successful one," said Mr. Arthur Henderson, the British Foreign Secretary, greeting Mr. H. L. Stimson, the leader of the American delegation to the London Naval Conference on his arrival at Paddington accompanied by his colleagues and staff.

Mr. Stimson thanked Mr. Henderson cordially and introduced his co-delegates and their wives.

General Charles Dawes, the Ambassador in London, and the Honourable Hugh Gibson, Ambassador to Brussels, had met the American party at Plymouth, this being the first occasion that all seven delegates had found themselves together.

Ladies Attracted.

Much interest was taken in the arrival by hundreds of spectators, whom a score of luxurious motor-cars, with the Stars and Stripes fluttering from the bonnets, had attracted to the Station.

There was a great deal of attraction to the feminine element of the party, especially to the seventeen civil secretaries chosen from a hundred Government Office applicants in Washington.

Their beauty has been hymned in the American newspapers, and the general opinion was that there had been no over-statement.

"A Beauty Chorus."

"They are as pretty as a beauty chorus," was the general comment.

Mrs. Alexander and Mrs. Wedgwood Benn were at the station specially to welcome the lady members of the party, who included Miss Morrow, Colonel Lindbergh's sister-in-law. The whole party numbered about a hundred.

Official Party.

The British official party in addition to Mr. Henderson, included Mr. A. V. Alexander, the First Lord of the Admiralty, Sir Robert Vansittart, the Permanent Under-Secretary for Foreign Affairs; Mr. R. L. Craigie, the head of the American Department of the Foreign Office, and Mr. Malcolm MacDonald, the son of the Prime Minister, whom he represented.

Within about an hour, Mr. Stimson was received by Mr. Ramsay MacDonald at No. 10, Downing Street. Their conversation lasted for just over three hours.

Italians Received.

The Italian delegation, headed by Signor Grandi arrived at Victoria later in the day. They were received by Mr. Arthur Henderson, Sir Robert Vansittart, Mr. Craigie and Mr. Malcolm MacDonald, representing his father.

A World Audience.

When the King opens the Naval Conference on Tuesday, he will address the largest audience in the history of the world. Transmitters of the British Broadcasting Corporation, the Canadian Beam Wireless Service, the Trans-Atlantic Telephone and Continental Telephone Services will all be used to carry the Royal Speech to millions of homes.

From the London Station of the British Broadcasting Corporation, the speech will reach France, Germany, Italy, Norway, Denmark, Sweden, Hungary, Austria and Czechoslovakia, relayed by telephone.

Belgium and Holland will receive it from the Daventry Broadcasting Station and re-transmit it. Australia, New Zealand, Japan, Finland and the National Broadcasting Company of the United States will be served by a wireless relay from 53W experimental short-wave transmitter at Chelmsford.

Canada will employ the Canadian Beam Transmission.

The Columbia chain of broadcasting stations in the United States will use the Rugby Trans-Atlantic Telephone Service.—*Reuter and British Wireless.*

(Continued on Page 6.)

POLICE CAUTIOUS AT BOMBAY.

VISIT OF VICEROY CAUSES ACTIVITY.

NO RISK BEING TAKEN.

Bombay, Jan. 17. Lord Irwin, the Viceroy, is at present on a visit to the Governor of Bombay (Sir Frederick Sykes) and is staying at Government House.

Most elaborate precautions for the protection of the Viceroy are being taken, the organisation being carried out on a scale never witnessed before on such an occasion.

The grounds of the Governor's residence are literally swarming with detectives, who rigorously scrutinise the credentials of every visitor.

Pressmen who arrived at Government House this morning

AIR MINISTRY MAIL BAGS STOLEN.

Thief and Confederate Escape in Motor Car.

AN UNUSUAL INCIDENT.

London, Jan. 17. After six mail bags had been delivered at the Air Ministry to-day, two of them were snatched by a man who drove off with a confederate in a motor-car.

It is not thought that any document of great importance has been taken.

Most important papers are not sent through the post, but are delivered by hand either by officials or Government messengers.—*British Wireless.*

for the purpose of writing up the visit of Lord Irwin, and a Moslem deputation to the Viceroy to congratulate him on his escape from the bombing outrage at Delhi recently, were held up for a long time, first at the main gates, and then outside Durbar Hall.

The Viceroy eventually received the deputation in Durbar Hall.—*Reuter.*

SWISS FIRM AND THE DRUG TRAFFIC.

SERIOUS ALLEGATIONS BY EGYPTIAN LEADER.

Cairo, Jan. 17. On the eve of his departure to attend the Opium Conference at Geneva, Russel Pasha has issued a report stating that it is not improbable that there are half a million drug addicts in Egypt, who are spending roughly £13,500,000 every year on drugs.

The Egyptian leader asserts that a Swiss firm in 1928 manufactured 4,349 kilos of heroin, which is two and a half times the world's legitimate requirements.

He adds that this is only one of several similar factories in Central Europe.—*Reuter.*

HONGKONG OCCUPATION.

NO TROUBLE ANTICIPATED.

Hongkong, Jan. 17. The situation here, following the occupation by Cantonese troops, is quiet. No trouble is anticipated and it is not likely that foreigners will be subjected to interference.

The foreign community at Hongkong is composed of six British, two French, one Dane, fifteen American and twelve Japanese.—*Naval Wireless.*

REV. F. C. YOUNG'S CONDITION.

SLIGHT IMPROVEMENT THIS MORNING.

The numerous friends of the Rev. F. C. Young, will be glad to hear that according to this morning's bulletin there is a slight improvement in his condition.

The bulletin adds that there is no longer any serious delirium.

LITTLE ENTENTE SHAKEN UP.

MR. SNOWDEN'S BITTER TONGUE.

JUST REBUKE OBTAINS AN IMMEDIATE EFFECT.

"NOTHING BUT TALK."

The Hague, Jan. 17. Mr. Philip Snowden's reputation as the possessor of an acid tongue has more than once been borne out during the Reparations Conference now drawing to a close, though the British Chancellor of the Exchequer has reserved it for special occasions and in a good cause.

To-day he found a target in the Little Entente and Hungary, and in consequence of his scathing comments, it seems possible that the smaller Powers will now go about their task in a different frame of mind.

Mr. Snowden's statement followed an announcement that the representatives of Yugo-Slavia, Rumania and Czechoslovakia had refused to sign the Young Plan unless an agreement is reached with Hungary, intimating that there is no indication of such an agreement in sight.

Two Alternatives.

At a meeting of the conference to-day when failure was reported, Mr. Snowden at once accused the Little Entente and Hungary of doing nothing but talk for a fortnight.

There were only two alternatives, he said. One was to postpone the Conference until Doomsday. The other was to lock up the delegates without food and without drink and to keep them confined until they came to an agreement. Something might be done that way.

It will be recalled that Mr. Snowden's broadsides against the German dallying had an immediate effect last week. On that occasion he was equally critical regarding German methods.

"Plenipotentiaries," he said "ought to be able to settle things without always referring to somebody else."

Concrete proposals were submitted within three hours and an agreement was reached on all points speedily.

Delegates Renew Task.

It is possible that something of the same kind will happen with regard to the discussions on non-German reparations.

Immediately following Mr. Snowden's rebuke the delegates concerned were closeted together and made it known that they were fully determined to settle the question of non-German reparations.

Meanwhile, the question of the mobilisation of Reparations Bonds has been settled.

Germany's Undertakings.

The International Bank will float, before October 31, 1930, a loan of three hundred million dollars, of which sum the creditor Powers will get two-thirds, and Germany the remainder.

Germany also undertakes to consult the International Bank before making any attempt to raise a loan abroad, and in order not to impede the issue of further Reparations Bonds, the Swedish Match Trust Loan of five hundred million marks will not be placed in the international market for four years.—*Reuter.*

A useful and much-needed publication is just to hand, this being the Kwangtung Directory, issued by the first directory to be published at Canton, and includes Fatsan and South China mission areas. It is printed in English and Chinese, and sells at the remarkably low price of \$1.50.

Bulls and Inners

From the Office Butts.

Although the bottom has fallen out of the silverish market, a revival is predicted with the advent of warmer weather.

It is not anticipated that the present financial stringency will be relieved to any appreciable extent while it remains as it is for the time being.

The latest explanation of P.P.C.—Please Pay Cheerfully!

We understand that, in deference to Mr. Whyte Smith, the Forestry Department has decided to call these trees pine-trees in future. This has also been endorsed by the St. Andrew's Society.

A booklet has been issued in Edinburgh on the correct method of making and serving haggis. The demand for mystery stories evidently still continues.

The worst of these young fellows who think every dog should have his day is that they usually make a night of it.

Some of our hunting ladies are having a re-duce of a time.

We hear of a local resident who is so hard-up that the only thing he can make in his flat.

Some folk think it's never too late to crawl over a dozen people to get their seat in the cinema.

"Rastus"—We cannot say whether the fact that Royalty uses a car enhances its re-sale value, but if it were a general rule, there should be a law to compel visiting Princes to walk.

The problem of Home leave is solved by the low dollar—you merely stay in the Colony.

We hear of a local Aberdonian who gave his girl a diary at New Year, well knowing that she wouldn't keep it.

We read in a contemporary that South Sea Islanders hold races with fish. No doubt they have plaid betting.

"Singing makes you warm," says a doctor. Some that we've heard locally leaves us cold.

They say weather-forecasters have a special type of mind. Elementality?

Some of these gay old dogs, with their rotten tales, think they are regular wags.

Hongkong will soon be air-minded, but, we trust, not light-headed.

It seems a little strange that none of the statisticians has gone in seriously for tabulations on the number of brokers who have won endurance contests.

Kowloon bus passengers will now stand for almost anything, except a lady.

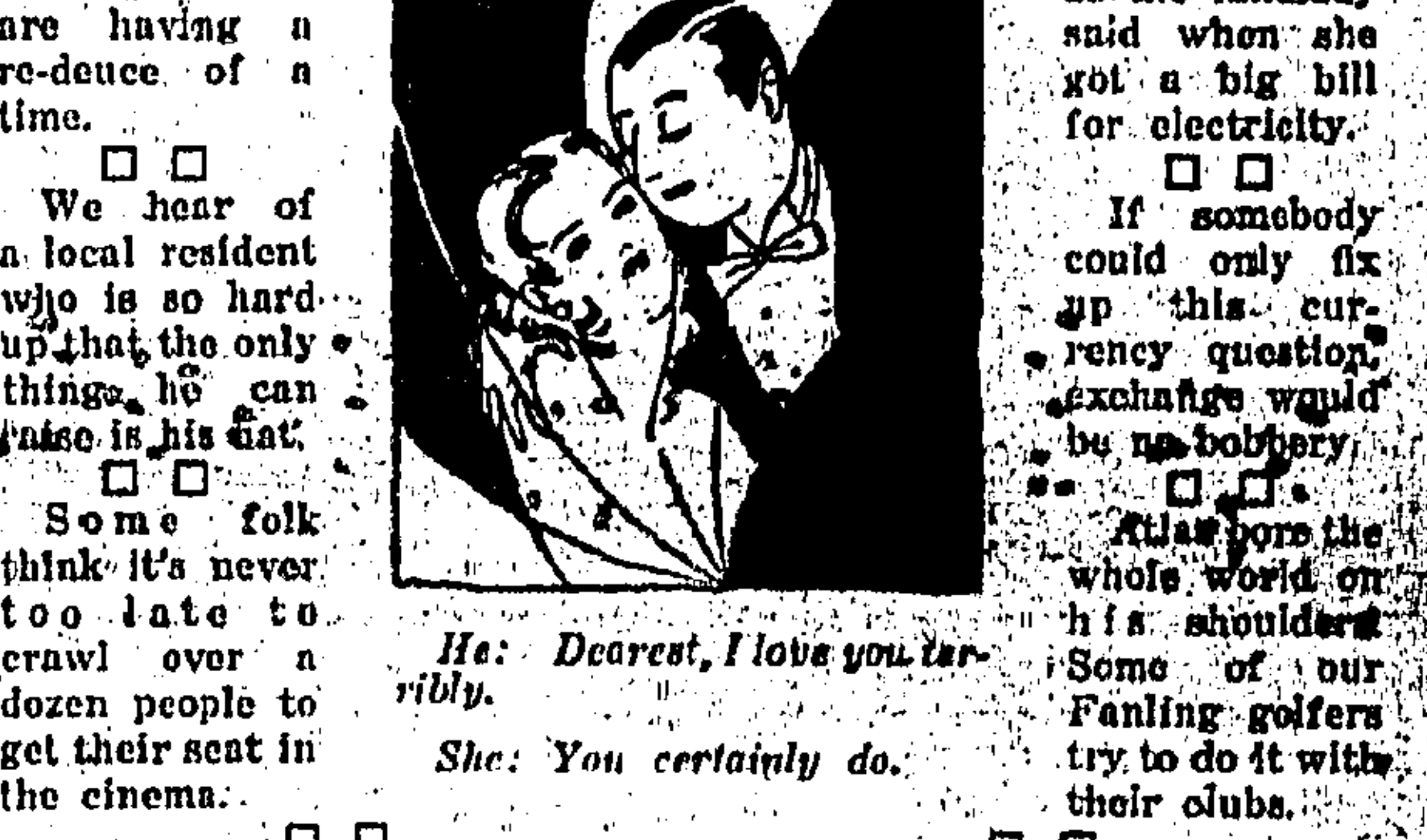
A Peak parent has now decided in his own mind that the trumpet given to Tommy at Christmas did not succeed in keeping him quiet.

"Downing Street Chats" says a newspaper heading. Let's hope it doesn't make Charing Cross.

Caesar may have crossed the Rubicon, but he might not have shut up in an office. You can do so well on the roadway near shut them up at home, either, the old Hongkong Hotel site.

There are fewer baths being taken in the Colony this winter, but then, of course, Sunday morning comes only once a week.

The simultaneous falling of the thermometer and silver has given their mark in the world, but cold feet to many of our citizens, are pretty sure to come along.



"Watt's up," as the landlady said when she got a big bill for electricity.

If somebody could only fix up this currency question, exchange would be no robbery.

Just pore the whole world on his shoulders. Some of our fanling golfers try to do it with their clubs.

Dancers who are too heavy on their feet are not so bad as those who are too heavy on their partners.

"Weather Returns," says a headline. If this means the weather of the past few days, we hope not!

From a correspondent:—"The reporters omitted to tell us, but it is to be hoped that the car the Assistant Trade Commissioner was driving was a Raddi Ford."

A local soldier, questioned recently on the velocity of a bullet in relation to gravity, is alleged to have replied:—"The force of gravity was done away with on the last cadet course."

Maybe the reason why dresses are longer is that the ladies had to do something about these stockings with the long runs.

Motto for parents of prospective members of the Kowloon Scottish Boy Scouts Pipe Band:—"Train up a child in the way he should follow."

An American safety razor company has obtained a concession to build a big factory in Russia; so cartoonists will have to revise their notions.

The latest fur neckpiece style has the animal holding a rouge compact in its mouth. It can swallow it as far as we're concerned.

Talking motion pictures are proposed by a minister to swell the attendance in the churches. Another plan might be to offer a course of golf lessons on Sunday mornings.

What some after-dinner speakers need is not a watch—but a calendar.

Women are not going in for business life more, says a writer, because they cannot endure being Rubicon, but he might not have shut up in an office. You can do so well on the roadway near shut them up at home, either, the old Hongkong Hotel site.

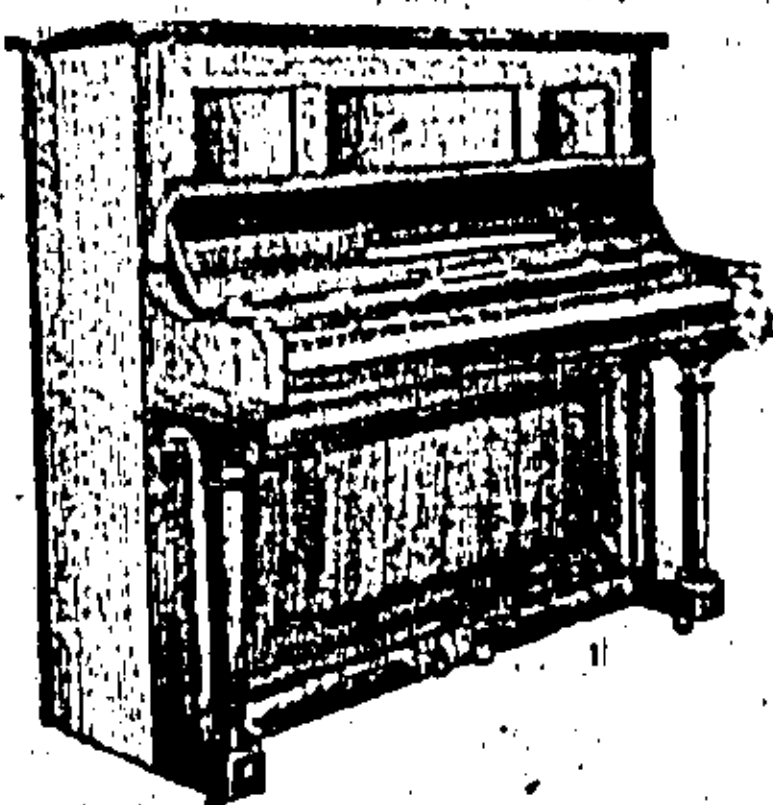
Often times holding hands can result in a misdeal.

A fur coat these days is a woman's crying need.

Not all Scotsmen may make their mark in the world, but cold feet to many of our citizens, are pretty sure to come along.

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THE TIME FOR BLANKETS

IS HERE, BUT WHAT SHALL BE DONE FOR THOSE WHO CANNOT AFFORD THEM?

Members of the Committee attend at the Society's Room, City Hall, every Monday and Thursday, at 10.30 to receive Gifts of Blankets, part-worn clothing, etc.

HONGKONG BENEVOLENT SOCIETY
(Est. 1889.)

THE HONGKONG A.A. DINNER.

ENJOYABLE FUNCTION AT
PENINSULA HOTEL.

MOTERING NEEDS.

The annual dinner-dance of the Hongkong Automobile Association, held at the Peninsula Hotel last night, was the same enjoyable function that has come to be so much a part of Hongkong's social life during the past few years.

Soon after the dancing commenced, Mr. Ho Leung made the announcement that the Rose Room, adjacent to the Roof Garden, was available for dancing, and this was the signal for an exodus of guests to this further dancing space, which relieved the slight congestion on the main floor.

The President's Speech.

Immediately after dinner Mr. Ho Leung addressed the members and guests as follows:

"Ladies and Gentlemen:—This annual gathering of the Hongkong Automobile Association serves a twofold purpose. It serves, in the first place, to bring the members of the Association together in the form of a social reunion, and in the second to afford us an opportunity to welcome our friends. There is also a third purpose which these annual dinners can usefully serve and, that is, for the President to depart from the strictly business routine of the Association and to be allowed an opportunity to say a word or two regarding questions of interest to motorists generally in Hongkong, not necessarily expressing the official views of the Committee but his own personal ideas. It is, therefore, with a keen sense of pleasure that, as President of your Association, I rise to propose the toast of the evening."

"My first duty is to extend a warm welcome to friends who have been kind enough to honour us with their presence this evening and to accept the meagre hospitality we can offer them."

The Petrol Tax.

"I would like, to refer to just one or two subjects that attracted public attention last year in Hongkong, of especial interest to all motorists. I am afraid I might be accused of perpetrating a mixed metaphor when I say that I am running on thin ice when I hark back to the burning question proposed early last year of levying a petrol tax with the addition of \$2.00 per unit of horse-power on motor-car owners. The net effect of the recommendation of the Committee appointed by Government to consider the question of motor taxation in Hongkong, if carried out, would be to increase very greatly the cost of motoring in the Colony and incidentally deal a blow to the vital principle of Free Trade which has contributed so much to Hongkong's prosperity in the past. The Automobile Association duly made representations to Government which it is earnestly to be hoped, will have removed the cause for complaint in this matter."

"At one time whispers were heard that the system for the granting of permits for the erection of petrol stations on the Island and in Kowloon might be improved. The very presence of the genial Director of Public Works amongst us this evening must dissipate the fear that his department, which provides and looks after the roads for the benefit of motorists, among others in the Colony, can be otherwise than friendly to that section of the community who to-day enjoy roads so perfectly modelled as the one we see in the main thoroughfare at Kowloon."

"Service stations have been erected in increasing numbers and convenient localities, and I feel that we can safely rely on the Hon. Mr. Cressy to grant facilities impartially for a larger number of petrol stations where needed in localities and outside the urban areas."

Kowloon Development.

"Those among us who picture

OBITUARY.

THE INVENTOR OF COLOUR
PROCESS.

London, Jan. 10.

Mr. Carl Hentschel the well-known head of the firm of Hentschel Ltd. is dead. The deceased, who was 86 years of age, came to London from Poland and made a speciality of colour-type process in which he was a successful inventor. He took a great interest in theatrical affairs and was a noted member of London's business world and served on the City Corporation.

In our mind's eye the greater development of Kowloon, cannot but be struck by the possibilities of the early realisation of what is mentioned as gossip only, at the moment, of a scheme which will enormously increase the storage capacity of petrol and crude oil within the Colony. The scheme is associated with a locality in a bay bearing a name all of us are more or less familiar with as an appetiser before our meal, whether at the clubs or in the hotels of the Colony. I seem to hear a familiar voice say: "Boy, gin and bitters." Its very mention stirs up our imagination and in Gin Drinkers' Bay, let us hope, Hongkong will be provided with a constant supply to supplement that already existing for the future needs of the Colony.

"The presence of Mr. T. H. King encourages the hope that between him and his Chief, and our fellow-citizens on this side of the harbour, an acceptable scheme will be evolved for the Star Ferry Square at Kowloon that will meet the needs of Kowloon residents and at the same time provide adequately for the increased motor traffic on the mainland. When all circumstances are considered, sympathy must be extended to those living in the suburban districts of Kowloon and whose means do not permit of the wages of drivers for motor-cars, if they are to lose the privilege of parking their cars and cycles unattended."

Sai Kung Road Project.

"I do not belong to that privileged and honouring class of our fellow-citizens who have the duty of tightening up the purse-strings of the Colony and am, therefore, free to express an opinion of my own on the projected road to Sai Kung. Speaking in the humble capacity of a motorist, the more roads Mr. Cressy can provide us with the better pleased shall we all be. And if the beauties of the Ma Yue Tong Road are what they are claimed to be, then I venture to say the P.W.D. may hope for advocates of the scheme among members of the Automobile Association. In this respect I prefer to follow the lead and guidance of no greater authority on the geography and topography of the mainland than His Excellency the Governor who said, in connexion with the discussion on the Sai Kung Road project: 'I have no hesitation in saying that it will be, when completed in years to come, the most beautiful road in this Colony—I would even say the most beautiful road with which I am acquainted in any part of the world.' Any project in Hongkong that can enhance the joys of motorists must command my unqualified support."

Membership Question.

"When it is considered that the number of all motor vehicles in the Colony exceed 2,500, surprise must be felt at the smallness of the A.A.'s roll of membership. Five hundred members is not nearly big enough for the Association's representations to carry full weight with the Government. On behalf of the Committee, therefore, I appeal to all motorists and motor-cyclists in the Colony to join the Association."

"I am afraid my incursions into the realms of debatable subjects must be boring you. I see your glasses have all been charged and following traditional custom, I would ask you to drink to the prosperity of 'Our Guests.' Ordinarily I would couple the name of one of our official guests with the

FIRE IN THE CITY.

BONHAM STRAND BLAZE
QUELLED.

An outbreak of fire occurred on the top floor of a basket maker's house and shop at Bonham Strand East last night, which, fortunately, did not prove very serious and was got under with comparative ease by the fire brigade, who responded promptly to the call. So far as was known last night, no-one was injured, and the chief damage done was to the top floor, which is practically completely burnt out.

The alarm was received at the Central Fire Station at half past nine, and four appliances were immediately dispatched, three from Central and one from Kennedy Town, these being in charge of Mr. H. T. Brooks and Mr. G. C. Moss. The fire float in charge of Mr. Sham Lo-on also proceeded to a position near the place where the fire was raging. When the brigade arrived, the top floor was well alight but it was found necessary to use only one appliance, two hoses being brought into play. One was operated from the roof of a house opposite to the burning building, and the other played a stream of water from the verandah of a house on the other side. By these means the fire was very quickly overcome, considering the inflammable nature of the contents of the shop, and the stop signal was given at five minutes past ten.

The efforts of the brigade contained the fire to the upper floor, where it apparently broke out among a stock of baskets, and except for possible slight damage by water it is understood that the lower part of the house is practically undamaged.

toast, but I should expose them to a break of the regulations by which the muzzling order is enforced against Officials in the Colony. But my friend the unofficial representative on the Legislative Council need fear neither dismissal nor reprimand if called upon to respond to the toast from the Association. With my toast I couple the name of the Hon. Mr. J. P. Braga."

Mr. Braga's Address.

The Hon. Mr. Braga was greeted with a great outburst of applause. It was, he said, an honour to be present as the guest of such a worthy Association, but it was doubly an honour to be chosen to address such a distinguished gathering; and he had hoped, as he glanced round the ballroom, that some more worthy gentleman would have been chosen to make the speech in reply to the President.

Mr. Braga traced the history of the Automobile Association through its various Presidents, and mentioned that the first had been one of those "muzzled" gentlemen to whom the President had referred. Next had come a "taipan of the princely hong of Ewo", and following him a Naval Commander. To-day they had Mr. Ho Leung, who with his worthy lady, Mrs. Edna Ho Leung, were the greatest assets to the Association. Mr. Ho Leung was doing something to bring the foreign community and the Chinese residents together, and that was an object dear to the heart of our departing Governor.

Continuing, Mr. Braga said that with regard to the development of Kowloon and the improvements to Star Ferry Square, they had there the presence of Mr. Manners, the President of the Kowloon Residents' Association, before which the question had been brought up some time ago. With the Hon. Mr. Cressy, Mr. King, representing the Police Department, and Mr. Manners, they had a Council of Perfection. (Applause.)

Mr. Braga concluded with the toast of the Association, and this was honoured with hearty applause from the big gathering.

Afterwards, dancing continued until 1 a.m., when a tired, but happy crowd of guests wended their several ways homeward.

Prime Poultry



70

Cents per lb.

SATISFACTION

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The Dairy Farm, Ice & Cold Storage Co., Ltd.

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"LA PERLA DEL ORIENTE"
C. INGENHOHL
Yours Truly
Tobacco Store
22, Des Vaux Road, C. (Tel. C. 1856)

CIGARS

THE NAVY'S CHOICE

Cates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

Lung trouble

can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for



**SCOTT'S
Emulsion**
The protector of life

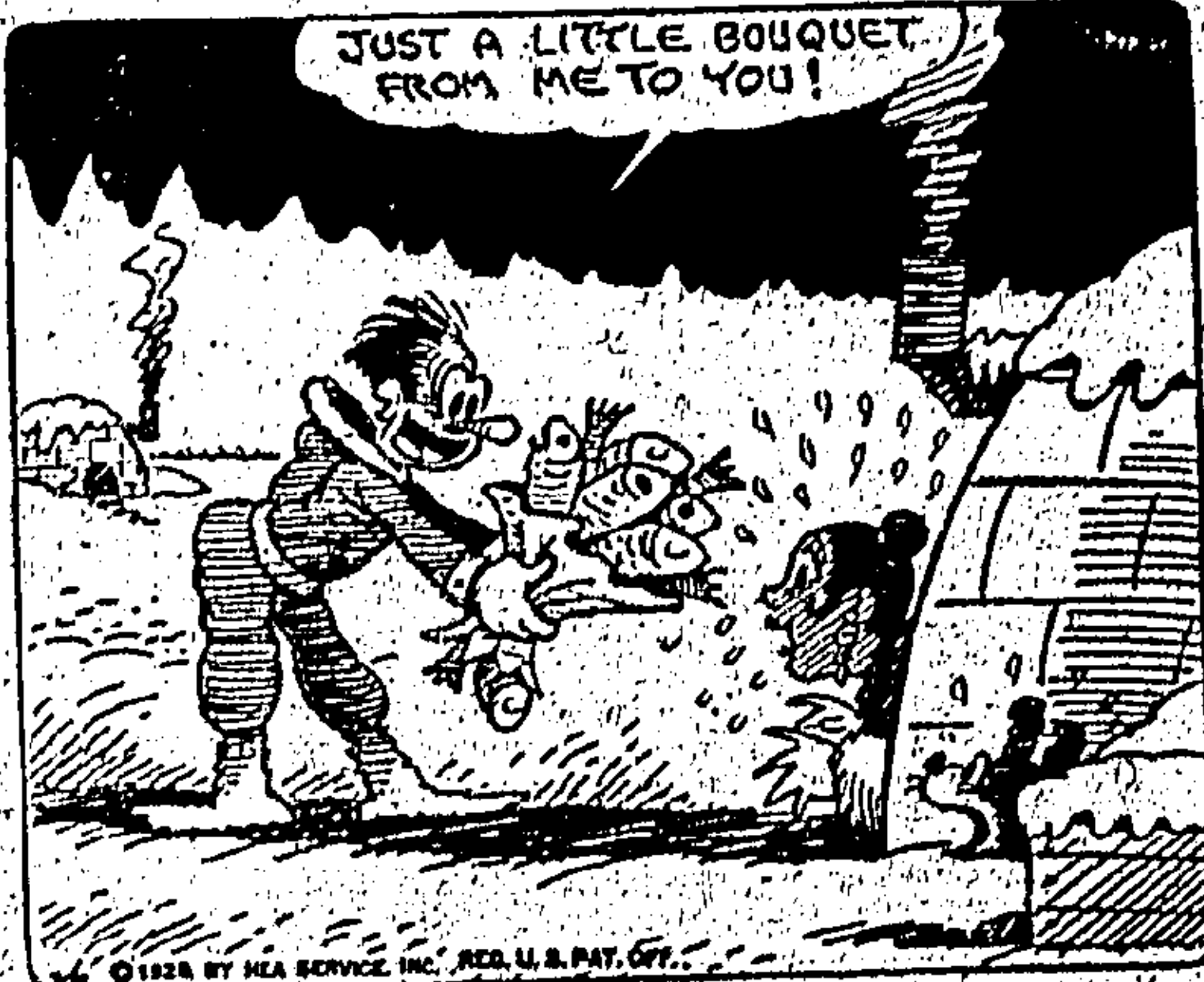
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An Okay Bokay



By Small



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Hop Leaf



SIMONDS'
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Obtainable at all stores and from:—

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Prince's Building.

Telephone C. 75.

Ice House Street.

SORE THROAT THE ENEMY



EVANS' PASTILLES are a sure shield against all winter ills such as Sore Throat, Coughs and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

EVANS'
Pastilles

SAFETY 1ST

SCIENCE PROVES COLD
WEATHER NO PROTECTION
FOR FOOD

WITHOUT SAFE
REFRIGERATION FOOD
SPOILS AND HEALTH IS
MENACED IN WINTER AS
IN SUMMER

HEALTH AUTHORITIES
URGE THAT FOOD BE
SAFELY KEPT IN A
CONSTANT TEMPERATURE
AS WITH FRIGIDAIRE

INSTALL YOURS NOW!

FRIGIDAIRE

PRODUCT OF GENERAL MOTORS

SOLE DISTRIBUTORS FOR HONG KONG & S. CHINA

DODWELL & CO. LTD.

QUEEN'S BUILDING.

TEL. C. 1030

"RICKSHAW" BRAND

CEYLON TEA

Cheapest and Best

From all leading Comprodores.

TAIKOO BALL.

AN ENJOYABLE FUNCTION LAST NIGHT.

The annual ball of the Taikoo Club held last night was once again an outstanding success, and proved a most enjoyable function for everybody concerned. The arrangements were perfect in detail, and no stone was left unturned to ensure the 220 visitors of a memorable evening.

As in the past, the decorations were elaborate without losing anything in taste and effect, and those responsible for them are to be congratulated on the very pleasing display. The entrance and pathway to the Club building were decorated with flowers and bunting and gaily illuminated by means of dainty fairy lights, whilst the hall presented an effective appearance, being draped with national flags, relieved by shrubs and pot flowers.

The billiard room was set aside as the supper room, everything being laid out neatly and with great taste, whilst the feature of the decorations there were the lamp shades which were of a tulip design. The "dry dock"—a popular resort—was also prettily bedecked with shrubs and pot plants, whilst the organisers did not forget the ladies, and for them set aside a "Claret Cup" room.

The ball room itself was a delightful picture, and was decorated with great artistry. Overhead were streamers and down the walls hung multi-coloured paper. Bunting and flags were interwoven and pot flowers around the orchestra completed a very attractive scene. At the far end of the room, hung a framed portrait of the founder of the Club, Mr. John Swire, and on either side, were suspended blue banners bearing the dates 1891 and 1930, these representing the time the Club has been in existence.

Supper Menu.

Messrs. Lane, Crawford's carried out the catering arrangements and served the following enjoyable menu:

Roast Chicken and Ham.
Roast Turkey.
Yeast and Ham.
Salads. Potatoes.
Trifle. Apricot Sponge.
Jellies.

Vanilla Ice Cream.

Coffee. Claret.
The dance orchestra from Lane, Crawford's Restaurant discoursed an excellent programme of up-to-date music, including the following numbers:

Extra Waltz, Beside a Western Sea.

Lancers, Community.
Fox Trot, Broadway Melody.
Fox Trot, You Were Meant for Me.

Waltz, My Lady of Nile.
Fox Trot, Vagabond Lover.
Eightsome Reel, Pipers.
Fox Trot, I've Never seen a smile like Yours.

Waltz, Lady Divine.
Fox Trot, Breakaway.
Fox Trot, Thats You Baby.
Caledonians, Pipers.

Fox Trot, Walking with Susie.
Fox Trot, Just like You.
Waltz, Song of Songs.
Fox Trot, I can't give you any thing but Love.

Lancers, Community.
Fox Trot, Evening Shadows.
Fox Trot, Dream Mother.
Waltz, Honey-moon Waltz.

Fox Trot, If you were Mine.
Fox Trot, Wedding of the Painted Doll.
Waltz, Pagan Love Song.

The Committees.

The various committees who were responsible for the arrangements were as under:

Reception Committee.—Messrs. G. McLeod (Chairman) J. H. Stewart and Stewart Hope (Secretary).

Cloak Rooms.—Messrs. T. C. Barclay, D. Peoples and Mrs. Peoples.

Decorations.—Messrs. J. Polson, R. Gray, T. Grimes, J. Russell, T. Young and W. Warnock.

Supper Room.—Messrs. Peoples, J. H. Stewart, Barclay and Polson.

Card Room.—Messrs. McLeod and D. B. Bone.

Bar.—Messrs. McLeod, Bone, C. S. Cameron and Hope.

M.C.s.—Messrs. T. J. McCarr, G. H. Stewart, Russell, J. C. Chalmers and R. B. Bell.

FLIGHTS EASTWARD.

ANOTHER PLANE SETS OUT FOR INDO-CHINA.

Lates, Jan. 17.
Colonel Wells and Commandant Girier took off to-day for Tunis, en route to Indo-China by easy stages.—*Reuter.*

Chichester Progresses.

Calcutta, Jan. 17.
Chichester, who is flying to Australia, has left for Rangoon.—*Reuter.*

AMERICAN BUSINESS.

REVIEW BY CHAIRMAN OF NATIONAL CITY BANK.

The local branch of the National City Bank of New York forward us the following copy of a telegram which has just been received from the head office in New York, covering the comments of Mr. Charles E. Mitchell, Chairman of the Board of Directors, at the annual meeting of the Bank held in New York on the 14th. instant:

"The National City Bank of New York showed net earnings last year after reserves for taxes, pensions, death benefits and management funds, of US\$26,587,841, according to Chairman Charles E. Mitchell who addressed the shareholders of the institution at the annual meeting held Tuesday noon at the head office.

The meeting resulted in the re-election of directors for the ensuing year.

Out of these profits was applied, according to a fixed rule. Mr. Mitchell explained, a contingency reserve of US\$9,050,880, dividends of US\$13,510,000 were paid, and after year-end adjustment a balance of US\$9,406,927 was carried to undivided profits as against US\$8,817,659 similarly carried to undivided profits at the previous year end.

Mr. Mitchell noted an increase in the number of shareholders to 62,868 at the end of last year, from 18,402 a year ago, this wider distribution being largely the result of the reduction of the par value of the stock from US\$100 to US\$20 per share, effective last February 15.

Discussing general conditions Mr. Mitchell said, with the lessening demand for credit in the stock market, interest rates have fallen to normal figures and considerable sums of foreign capital which had been employed here either in the form of loans or investments have been withdrawn. This return flow tends to restore international equilibrium, which had been disturbed by our importations of gold in preceding months of the year, and to promote more normal credit conditions the world over. The fall of prices on the New York stock exchange has been accompanied by similar movements on the stock exchanges of Europe, and the aggregate effect is a substantial lowering of interest rates in all money markets.

Industrial production in the first half of the year was at a rate never before equalled, and notwithstanding the slackening in the last half, the year's total probably has not been equalled in our history. The country has also made a new high record in foreign trade in the past year. With the allowance for a decline of prices from the post-war peak, the aggregate figures are greater than in any previous year.

All in all, the past year has cleared itself, with difficulties to be sure, of the dangers that menaced it from its very start. The correctives have caused the New Year to begin with somewhat diminished business activity, but the business organization is not incapacitated in any respect nor is the physical wealth of the country impaired. Quite generally industry and trade are more adequately financed than at any time in the past.

No serious disturbance of commodity prices has occurred. The decline of interest rate is favourable to enterprise, and the amount of construction work planned for is greater than usual. A general feeling of confidence exists throughout the country. In view of these conditions, it does not appear probable that business will remain below the normal stage of activity for any protracted period.

AIRSHIP ON TRIAL.

PURPOSE OF R100 TESTS.

London, Jan. 17.

The airship R100, which left Cardington yesterday morning with 68 persons on board was moored at Cardington mast after a flight of nearly thirteen and a half hours. For the greater part of the day the ship flew at a height of 2,000 feet. Positions were obtained by wireless telegraphy when required, owing to fog.

The main purpose of the flight was to run the ship at full speed in order to test the slope. An experimental system of attachment has been adopted which, it is hoped, may have as much as four tons in weight in future ships. High winds were encountered during the flight, but the speed attained was the highest yet recorded by an airship. She returned in darkness to Cardington against a wind of forty miles an hour, and although low clouds permitted only momentary glimpses of the ground, the operation of locking her home on the masthead occupied only 22 minutes.—*British Wireless.*

Amongst the Stars!
The DUNLOP TENNIS BALL

has been selected for over 750 Championship events during the present season including 18 Davis Cup Ties also for The DAVIS CUP CHALLENGE ROUND FRANCE v. UNITED STATES, THE INTER ZONE FINAL U.S.A. v. GERMANY, and THE EUROPEAN ZONE FINAL, GERMANY v. G.T. BRITAIN.

The Choice of the World's best Players

INDIA: Bombay, Gymkhana, India Championships & 17 others
SPAIN: Davis Cup Matches, National Championships Officially adopted
IRELAND: Davis Cup Matches, National Championships & 38 others
ARGENTINE: Davis Cup Matches, National Championships & 5 others
ENGLAND: 66 Championships and Tournaments
SCOTLAND: National Championships and 14 others
SWEDEN: Davis Cup, National Championships and 9 others
CENTRAL AMERICA: Guatemala
CZECHOSLOVAKIA: Davis Cup Matches, National Championships and 33 others
TURKEY: National Championships and 4 others
CUBA: Davis Cup Matches, All National and International Events and 10 others
AUSTRIA: Davis Cup Matches, National Championships and 26 others
SOUTH AFRICA: Davis Cup, Officially adopted by four I.T.A.'s and 2 others
NEW ZEALAND: National Championships and all International Events and 5 Tournaments
ITALY: Davis Cup Matches, National Championships and 38 others
HOLLAND: Davis Cup Matches, National Championships, Holland v. America, Holland v. France and 41 others
DANZIG: Officially adopted
EGYPT: Professional Championships and 3 others
MOROCCO: Tangier Championships
GIBRALTAR: Officially adopted
POLAND: National Championships & 11 others
HUNGARY: Davis Cup Matches, National Championships & 24 others
GERMANY: Davis Cup Matches, National Championships & 10 others
\$10.00 per dozen. At all Stores. Special Discount to Clubs.

REDS' CAPTIVE.

RELEASE OF THE REV. H.W.K. SANDY.

Hankow, Jan. 10.

Word reached Hankow earlier in the week that the Rev. H. W. K. Sandy had reached the mission compound at Tayeh and his arrival in Hankow has been anxiously awaited. He came in on the str. Kutvo this afternoon and among those waiting on the bank was his wife, who had come down in the hope that he would arrive though no word had been received from him. Mr. Sandy was looking fairly well, but is suffering from frost-bite in his feet, as the pair of light shoes which he was wearing when captured were completely worn out during his journeys from place to place. He had been detained in four different places, but all within a radius of twenty miles from Tayeh itself.

Little Kindnesses.
He had not been treated harshly, though of course he had suffered a great deal from the cold. As instances of the attitude of the common people may be mentioned the fact that as he was being taken away an old Chinese gentleman passed a cup to him, and one day on the road an old woman came out of her house and handed him six *mo-mo*, which are a very satisfying kind of steamed bread. He saw over 20 men shot on the first day of his captivity, and the band was evidently of two minds about him.

The Communist leaders include a number of well educated men and some of these behaved in a very friendly way, but when word came that the troops sent from Hankow were approaching, Tayeh by four different routes, there were those in the band who would have liked to have killed their captive in order to create an incident for the authorities. One day Mr. Sandy received a copy of the *Central China Post* with the news in it that Great Britain had resumed diplomatic relations with the Soviet Government and in conversation with the leaders was able to point out that, as they claimed to be associated with the Soviet, it would be undiplomatic on their part to kill a Briton just at this juncture. For this or some other reason there is no doubt that the quieter section of the leaders facilitated Mr. Sandy's escape by

ADVICE TO U.S.

GENERAL SMUTS HAS SOME TO GIVE.

Philadelphia, Jan. 17.

General Smuts, who in leaving for England to-day has given Americans some valuable parting advice.

Admitting that America is a young country possessing amazing world power, he warned the country that it is still in its adolescence, and adolescents had a tendency to employ power mischievously. He believed the country would gain wisdom. It had already shown itself liberal-minded.

"Greatness and strength in a nation," General Smuts declared, "only excite the envy and malice of other nations, unless mellowed by kindness and made gracious by benevolence."

General Smuts closed with a plea that America accept its responsibilities as one of the world Powers. *Reuter's American Service.*

A Stay in Hospital.

Mr. Sandy reached the hospital and had to spend three days there while his feet received treatment. He was carried into the church on the Sunday and administered the Holy Communion to the Christians. As soon as he could travel he was carried to the nearest point on the railway. The station-master was very kind and kept him till he could get a good car for his use. The train was also stopped at the most convenient point for him to get to the steamer office. Word of his coming had been sent ahead and a Chinese official met him. He also received much kindness at the hands of the Japanese who live at Shihul-yao.

The soldiers from Wuchang were in possession of Tayeh city before Mr. Sandy left, and he fears that serious penalties will be inflicted on the people, though most of them have been forced to unite with the Communists or lose all that they had.

ASAHI BEER
Sole Agent
MITSUI BUSSAN KAISHA LTD.
HONGKONG

BEST QUALITY

ASAHI BEER
LAGER-BEER
DAI NIPPON BREWERY CO. LTD. TOKYO, JAPAN

BATTERY CHARGING!

— and all kind of car repairs competently effected by —

FIAT GARAGE
67, Des Voeux Rd. C. Tel. C. 422

TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

544, 645, 547, 550, 556, 566, 593, 595, 598,
615, 616, 618

WANTED.

PRAM WANTED.—Must be in good condition. Please write giving particulars of make, size, and price to Box No. 616, Hongkong Telegraph.

POSITION WANTED.

Britisher seeks position as store-keeper, wharfinger or constructional work, speaks Chinese, out-ports no object. Immune from the "squeeze" or "booze" complaint, cash security if required. Exemplary character. None but reputable firms need reply. Box No. 613, care of "Hongkong Telegraph."

FOR SALE.

Offers invited for **DESIRABLE RESIDENCE** in Peak District (near Motor Road).
Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc.
Write: Box No. 564, care of "Hongkong Telegraph."

FOR SALE.—Two-seater Morris-Cowley Car, in good running order and condition. Price \$1,300. Apply A. D. C. Government House.

FOR SALE.—Moutrie Piano in good condition. \$200. Moutrie Cabinet Victrola \$100. Child's Bed, (2 1/2 ft. by 4 1/2 ft.) complete with mattress and mosquito net \$35. Write Box No. 622 "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Furnished House on the Peak from April 1930 to November 1931. Six rooms, modern sanitation, near motor road. Write Box No. 621, care of Hongkong Telegraph.

TO LET.—Furnished 1st March for about 20 months. 177, Peak Garden, Tennis Court and Swimming tank. Very moderate rent. Phone Peak 102.

TO LET.—No. 1, Argyle Street, Four rooms, bath, garage, etc. Furnished or unfurnished. Moderate—rental. Apply Assumption, 5 Peace Avenue, Homunth, K. 591.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

Office (2 Rooms) to be let from 1st January, 1930, in Hongkong Club (Annex). Apply Secretary, Hongkong Club.

MRS. MOTONO
HAND & ELECTRIC
MASSAGE
No. 31B, Top Floor, Wyndham St., Hongkong.

CHURCH NOTICES.

Second Sunday After
Epiphany:

LOCAL SERVICES.

St. John's Cathedral, Hong Kong.
January 19th, 1930, Second Sunday after Epiphany. Holy Communion, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins and Sermon, 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion, 12.15 p.m. Evening, 6 p.m. Preacher: Rev. L. N. Watkins. Social Evening in Cathedral Hall after Evensong.

St. Andrew's Church, Kowloon.
Sunday, January 19th, second Sunday after Epiphany.
8.15 a.m., Holy Communion.
10 a.m., Children's Service.
11 a.m., Morning Prayer & Sermon. Preacher: Rev. R. H. V. Brougham, M.A. (of S. Australia). 2.45 p.m., Sunday Schools. 6 p.m., Evening Service & Sermon. Preacher: The Vicar. Subject, "The League of Nations." Services will have special reference to the forthcoming "Five Power Naval Conference."

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Life." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

RADIO PARTS.

JUST UNPACKED.

Cossor Melody Makers,

3 Valves

Titan Colls

Also other radio Parts

Oriental Commercial Co., Ltd.,
Bank of Canton Building.
Tel. No. C. 4405.

CREDIT FONCIER D'EXTREME-ORIENT

Mortgage Bank & Estate Agents.
"PEAK MANSIONS"
Six-roomed and Five-roomed apartments

Prince Edward Road,
Kowloon
Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"
Flats with modern conveniences.

STAR THEATRE

A. CARPI

presents the

ITALIAN GRAND OPERA

IN A SERIES OF OPERAS

TO-NIGHT

MME. BUTTERFLY

TO-MORROW

BARBIERE de SIVIGLIA

Monday, January 20th

CAVALLERIA RUSTICANA and PAGLIACCI

Tuesday, January 21st

FAUST

Wednesday, January 22nd

CARMEN

Booking at Moutrie's and the Star.

Prices \$4, \$5, \$2 & \$1

New Advertisements

HONGKONG ST. ANDREW'S SOCIETY.

BURN'S DINNER.

Burn's Dinner will be held in the Hongkong Hotel on FRIDAY, 24th January, 1930, at 8 p.m. and not SATURDAY, 25th. Members intending being present, should send in their names as soon as possible to

E. M. BRYDEN,
C/o Lowe, Bingham & Matthews.

HONGKONG JOCKEY CLUB.

Owners are reminded that entries for the Annual Race Meeting must be in the hands of the Secretary on or before Saturday, 18th January, 1930, at 3 p.m.

By Order,

C. B. BROWN, Secretary.

REMOVAL NOTICE.

Madame Katie & Cissy have removed their place of business from Ashley Road, Kowloon, to TESTER'S BEAUTY PARLOUR, KAY MA LLY BUILDING (GROUND FLOOR), Queen's Road, Hongkong.
Madame Katie has now received the latest permanent waving machine, which takes only two hours to fix the hair.

HONGKONG JOCKEY CLUB.

Annual Race Meeting.

22nd, 24th, 25th, 26th February & 1st March, 1930.

Draft Programmes and Entry Form are now ready and may be obtained upon application to the Secretary.

Hongkong, 8th January, 1930.

HONG KONG SOCIETY FOR THE PROTECTION OF CHILDREN.

His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., will preside at the Constituent Meeting to be held in the City Hall on TUESDAY, JANUARY 21, at 5 p.m. Ladies and gentlemen who are interested are invited to attend. The Business of the Meeting will be to adopt a constitution for a Society for the Protection of Children and to elect officers and General and Executive Committees.

NOTICE.

RECEPTION TO H. E. THE GOVERNOR AND LADY CLEMENTI

on Wednesday, 22nd January, 1930, at 4 p.m.

The Hongkong Cricket Club Ground.

Tickets may be obtained from the leading Clubs in the Colony or from:

Mr. E. I. Wynne Jones, C.S.O., or
Mr. H. J. Armstrong,
1, Des Voeux Road Central.
Joint Hon. Secretaries.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on TUESDAY, 11th February, 1930, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1929.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 21st January to TUESDAY, 14th February, both days inclusive, during which period no transfer of shares can be registered.

By Order,
of the Board of Directors,

L. S. GREENHILL, Secretary.

Hongkong, 14th Jan., 1930.

TIENTSIN CARPETS

Special Show at

CHELLARAM'S

OPPOSITE HONGKONG HOTEL.

PRICES MODERATE

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

on MONDAY,

the 20th, January, 1930, Commencing at 11 a.m., at their Sales Room, Duddell Street.

160 Pairs Ladies' Shoes.

(to be sold in separate lots)

On view on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS. AUCTIONEERS.

SIR H. THORNTON IN ENGLAND.

CANADA AND PURCHASES OF WELSH COAL.

Southampton, Nov. 25.
Sir Henry Thornton, President of the Canadian National Railways, who arrived at Southampton to-day in the Cunard liner Berengaria, referring to Mr. J. H. Thomas's relief of unemployment, said: "You can be perfectly sure that we in Canada are anxious to do all we can to assist in solving the unemployment problem in Great Britain."

"We must, however, act within two limitations. Firstly, we cannot buy anything in England which displaces Canadian production, because to do that would be merely to transfer the unemployment problem from one country to another. Secondly, what we buy must compete in price with the commodities that we are already purchasing."

"Mr. Thomas certainly presented his case with extraordinary skill and in a fashion to excite the greatest sympathy. I think he has done more to make the situation clear to the people of Canada than anyone who ever visited Canada for that purpose."

Sir Henry added that he would certainly, see Mr. Thomas, who had conferred with him in regard to the supply of Welsh coal to the railways.

"So far as I know," he continued, "Welsh coal developments are going ahead as fast as they can. The purchase of Welsh coal depends entirely on whether it can compete with coal now being purchased in the United States. It will not come into competition with Canadian coal. It is, absolutely, a question of price."

Canadian Railways.
Concerning his visit to England, Sir Henry said that it had reference to the question of the amalgamation of the 90 railway companies comprising the Canadian National Railway system. They were operated by one central administration, but were not an amalgamated company in a corporate sense.

GIANT BUILDING RESTS ON FELT.

UNDERGROUND HOUSE OPENED.

The new administrative offices of the Underground groups of companies at St. James's Park Station have just been opened. They are luxury offices, with walls made of marble from Tivoli, and a tower 176ft. high, the tallest steel framework in London.

The tower provides a new and wonderful night illumination for London, for it is flooded with light and stands high above all the surrounding buildings.

Underneath these magnificent buildings is the station, and to prevent vibration reaching any of the 14 storeys the railway has been insulated by felt packing.

Members of the staff will be able to work without being disturbed by any noise or vibration.

Epstein Figures.

Balconies, verandahs, sun-traps, decorations which include not only the much-discussed Epstein figures, but emblems by other artists of the Four Winds, counters of black Belgian marble, indirect lighting, and cheerful flood-lighting in the corridors make the new buildings one of the most remarkable set of offices in London.

Much of the work which has been going on for two years has had to be done at night.

Every improvement in building known to the most modern architects and designers has been used in these new offices, and comfort, beauty and efficiency are to be found everywhere.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office. Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed. The parcel post service to the Province of Kwangsi is resumed and letter mails are again being forwarded by direct steamers. Holders of Wireless Licences are advised that under the Wireless Telegraphy Regulations all such licences expire on December 31st, and that licences for the coming year must be renewed as early as possible during the month of January.

INWARD MAILS.

From	For	Due
U.S.A. (Seattle 23th Dec. 1929)	Canada, Japan and Shanghai	Pres. McKinley January 18. (Ship due 8 p.m. 17th.)
Shanghai and Swatow	Nanchang	January 18.
Japan and Shanghai	Siberia Maru	January 18.
Java	Tjisroca	January 18.
Shanghai and Amoy	Tjibadak	January 19.
Amoy	Takada	January 19.
Straits	Haruna Maru	January 19.
Shanghai	Quicker	January 20.
Sandakan	Daviken	January 20.
Japan and Shanghai	Tenyo Maru	January 20.
Manila	Pres. Taft	January 20.
Japan	Montevideo Maru	January 21.
Japan and Shanghai	Antenor	January 21.
Calcutta and Straits	Ho Sang	January 22.
Japan and Shanghai	Hakozaki Maru	January 24.
U.S.A. (San Francisco 27th Dec. 1929)	Honolulu, Japan and Shanghai	President Adams January 25.
U.S.A. (San Francisco 3rd Jan.)	Honolulu, Japan and Shanghai	President Jefferson January 27.
U.S.A. (Seattle 11th January)	Canada, Japan and Shanghai	President Grant January 31.
Canada (Victoria B.C. 11th Jan.)	U.S.A., Honolulu, Japan and Shanghai	Emp. of Asia February 2.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time.
Straits and Calcutta	Borneo Maru	Sat., Jan. 18, 1.30 p.m.
Manila	Pres. McKinley	Sat., Jan. 18, 4.30 p.m.
Amoy	Shirata	Sat., Jan. 18, 5 p.m.
Shanghai	Glengarry	Sat., Jan. 18, 5 p.m.
	Registration	5 p.m.
	Letters	5 p.m.
Hankow via Swatow	Kalkan	Sun., Jan. 19, 9 a.m.
Swatow, Amoy and Foochow	Hai Ning	Sun., Jan. 19, 9 a.m.
Pormosa via Swatow and Amoy	Canon Maru	Sun., Jan. 19, 9 a.m.
Manila	Onderkerk	Mon., Jan. 20, 9.30 a.m.
Shanghai	Haruna Maru	Mon., Jan. 20, 10.30 a.m.
	Registration	Mon., Jan. 20, 10.30 a.m.
	Letters	Mon., Jan. 20, 10.30 a.m.
Straits	Antiochus	Mon., Jan. 20, 2.30 p.m.
Swatow	Hydrangea	Mon., Jan. 20, 2.30 p.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C.	Pres. Taft	Mon., Jan. 20, 4.30 p.m.
	Registration	Mon., Jan. 20, 4.30 p.m.
	Letters	Mon., Jan. 20, 4.30 p.m.
	(Due Victoria B.C. 7th Feb.)	
Shanghai and Europe via Siberia	Pres. Taft	Mon., Jan. 20, 5 p.m.
	Registration	Mon., Jan. 20, 5 p.m.
	Letters	Mon., Jan. 20, 5 p.m.
	(Due Marseilles 10th February)	
Amoy	Hosang	Tues., Jan. 21, 5 p.m.
Swatow	Hong Sang	Tues., Jan. 21, 5 p.m.
Poochow	Yusang	Tues., Jan. 21, 5 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and Europe via San Francisco and Europe via Siberia	Tenyo Maru	Tues., Jan. 21, 5 p.m.
	Registration	Tues., Jan. 21, 5 p.m.
	Letters	Tues., Jan. 21, 5 p.m.
	(Due San Francisco 13th Feb.)	

Straits, Ceylon, India, Mauritius, East and South Africa and South American Ports	Montevideo Maru	Wed., Jan. 22, 1.30 p.m.
Manila, Australia and New Zealand via Thursday Island	Aki Maru	Wed., Jan. 22, 5 p.m.
	Registration	Wed., Jan. 22, 5 p.m.
	Letters	Wed., Jan. 22, 5 p.m.
	(Due Thursday Island 3rd February)	
Shanghai and Dalny	Chenan	Wed., Jan. 22, 1.30 p.m.
Hohow, Pakhol and Haiphong	Chusan	Thurs., Jan. 23, 8.30 a.m.
Japan, Canada, U.S.A., Central and South America and Europe via Victoria B.C. and Europe via Siberia	Ixon	Thurs., Jan. 23, 9.45 a.m.
	Registration	Thurs., Jan. 23, 9.45 a.m.
	Letters	Thurs., Jan. 23, 9.45 a.m.
	(Due Victoria B.C. 18th Feb.)	
Straits and Calcutta	Kumsang	Thurs., Jan. 23, noon.
	Registration	Thurs., Jan. 23, 1 p.m.
	Letters	Thurs., Jan. 23, 1 p.m.
Swatow, Amoy and Poochow	Haiyang	Fri., Jan. 24, 1 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Hakozaki Maru	Sat., Jan. 25, 9 a.m.
	Registration	Sat., Jan. 25, 9 a.m.
	Letters	Sat., Jan. 25, 9 a.m.
	(Due Marseilles 23rd Feb.)	
Poochow and Weihaiwei	Cheong Shing	Sat., Jan. 25, 5 p.m.
Shanghai	Taiyuan	Sun., Jan. 26, 8.30 a.m.
Bangkok via Swatow	Kiangsu	Sun., Jan. 26, 9 a.m.
Swatow	Sochow	Mon., Jan. 27, 5 p.m.
Sandakan	Mausang	Tues., Jan. 28, 1.00 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles	Sphinx	Tues., Jan. 28, 1.45 p.m.
	Registration	Tues., Jan. 28, 1.45 p.m.
	Letters	Tues., Jan. 28, 1.45 p.m.
	(Due Marseilles 28th February)	
Amoy	Tan	Wed., Jan. 29, 1.30 p.m.
Manila	Emp. of Asia	Mon., Feb. 3, 3.30 p.m.

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HAYEY MORRIS LOSES.

JURY ABSENT FOR TWO HOURS.

PLAINTIFF'S HISTORY.

After a hearing extending over 15 days the action brought by Mr. Hayey Morris against Messrs. Withers, Bensons, Currie, and Williams, solicitors, of Arundel-street, Strand, claiming damages for alleged negligence and breach of duty, terminated in a verdict for the defendants with costs.

Messrs. Withers, Bensons, Currie, and Williams had denied negligence or that they were liable.

Mr. Justice Horridge, in the course of his summing up, said that Mr. Morris did not hesitate to say that Mr. Coyell (of the defendants firm) would go into the box and commit perjury, and that "all of them would do their dirty work." It might cause the jury to hesitate to believe Mr. Morris's story that everybody connected with it should have to behave in a disreputable manner.

"If Mr. Morris is not right in the case he is a very consummate liar," observed his Lordship, who added that a consummate liar very often put likely incidents into his evidence, so that it very likely appeared to be true.

Dealing with Mr. Morris's interviews with Sir John Withers, the judge said that if the jury took the view that Mr. Morris put certain words in an interview for the purpose of window dressing, they might apply that test to subsequent events.

He (the judge) asked if the jury thought that Mr. Hayey Morris would have gone back to his wife. He had, he said, the nurse to console him from April until November 3, 1921; and he had another woman to console him for some months before December 14, 1921.

Afterwards, when Mr. Morris lived at Rippington, he committed offences for which he was subsequently sentenced. Those offences were that he had conspired with another woman whom he actually married to commit offences against children under sixteen years. "You have got to look at all the circumstances and ask yourselves: Do you believe or not that this man would have gone back to his wife?"

"Terrible Charges."

Mr. Justice Horridge continued: Although it is quite true that a man may commit crimes of a sexual character which are so horrible that they shock even

people who might be difficult to shock, it might still be that he was speaking the truth in the witness-box.

Mr. Morris's crimes, said his Lordship, were of an appalling character, and were so designated by the Lord Chief Justice when Mr. Morris appealed. The Lord Chief Justice then said: "If the sentence of the applicant were to be reviewed it would only be reviewed in respect of an increase. A more appalling case of this kind is not within the recollection of this Court."

In addition to what was then known, they now knew of Mr. Morris's association with two women at the Marble Arch flat, and the two women lived in the flat at the same time.

"Mr. Morris," his Lordship proceeded, "may certainly speak the truth, notwithstanding these matters, but the jury are entitled to take that history into account when they are weighing in their minds whether or not they can accept his evidence, containing as it does charges of a most terrible character against the evidence of men whose lives, so far as we know, have up to now been respectable and creditable."

Questions to the Jury.

The judge then left the following questions to the jury:

(1) Did the defendants, on or about December 14, 1921, represent to the plaintiff that they had made an agreement with Mrs. Daphne Morris's solicitors, and that the solicitors had agreed that, in the event of her succeeding in her petition for divorce she would abide by, and never seek to vary the agreement?

(2) Did the defendants, on or about December 14, 1921, negligently advise the plaintiff that there was a binding and permanent agreement?

(3) Was the plaintiff by such negligent advice caused to disobey a restitution order and furnish evidence of adultery?

(4) Did the defendants negligently omit to bring to the notice of the Court any, and if so what, permanent agreement which had been actually made?

The jury returned to Court after an absence of nearly two hours, and the foreman announced that their answer to each of the four questions was "No."

Mr. Justice Horridge said that there would be a verdict and judgment for the defendants, judgment was entered accordingly for the defendants with costs.

Mr. Justice Horridge said that the jury would, in addition to the additional remuneration, be relieved from attendance for seven years.

Mr. Norman Birkett leaned over the K.C.'s bench and shook hands cordially with Mr. Coyell before they left the Court.

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It is mounted on legs with broom room underneath, has a sanitary porcelain chilling chamber and has nothing about it to harbour dust and dirt. The local Agents, Messrs. Andersen, Meyer and Co., Ltd., David House, 67-69 Des Voeux Road, have many Models on view and have arranged with Messrs. Wm. G. Jack and Co., Ltd., The General Electric Co. of China Ltd., The Hongkong Electric Co., to demonstrate this wonderful machine.

FASCIST AND SON MURDERED.

ASSASSIN URGED ON BY HIS WIFE.

Rome, Dec. 13.

Subversive activities in Faenza which had taken the form of writing insults on the tombs of local Fascist martyrs culminated yesterday in the brutal assassination of a Fascist called Silvagni and his son by a noted local Communist called Donati.

On the excuse that Silvagni was responsible for the arrest of the Communist's brother on the charge of defiling a tomb Donati accompanied by his wife entered the Fascist's shop and while the woman shouted "Shoot, shoot!" the Communist emptied his revolver at point blank range into the Fascist and also shot down the son who tried to throw himself forward to save his father.

The assassin and his wife accomplice have both been arrested and lodged in Ravenna gaol. Local indignation has been strongly excited and the two Blackshirt victims will be given a public funeral.

APPEAL



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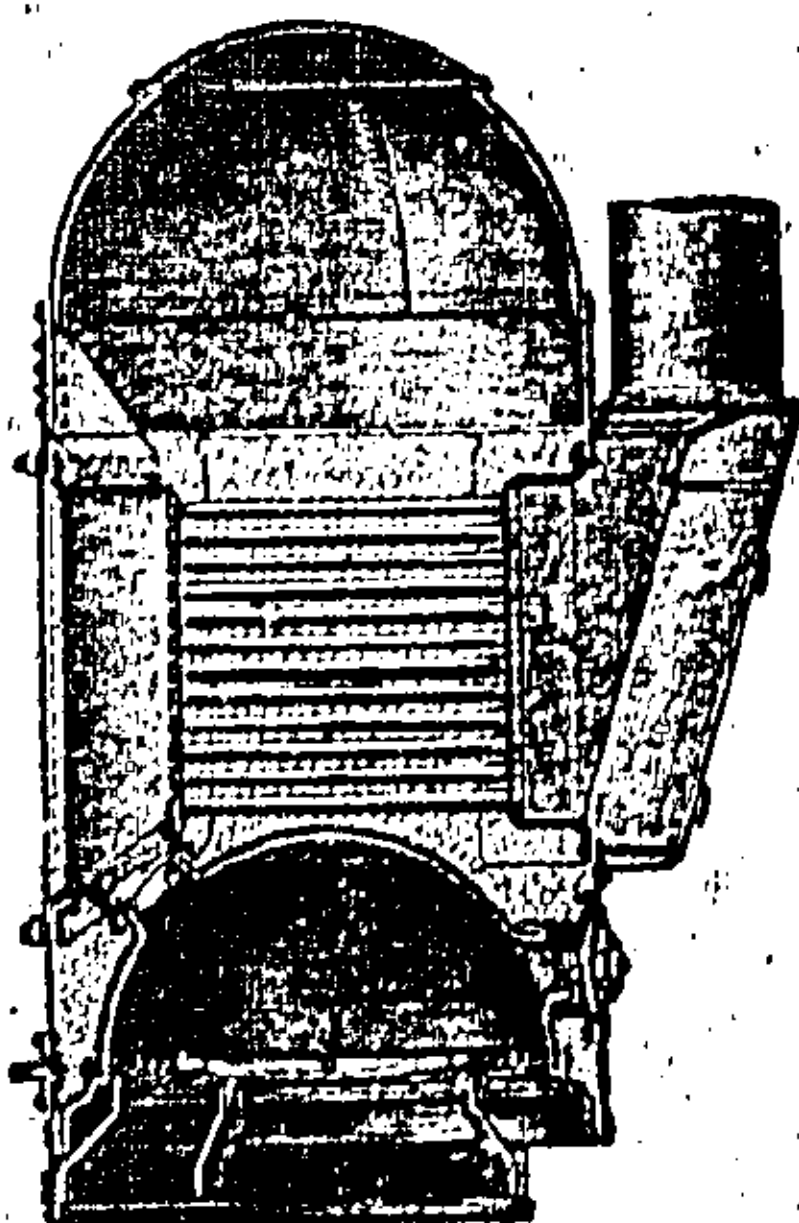
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**AL JOLSON'S BID FOR
\$1,000,000 A YEAR.**

**FILM STAR TO COLLABORATE
WITH DRAMATIST.**

The first sensational transfer in the world of talking pictures has just been announced.

On the termination of his present agreement with Warner Bros. Al Jolson is to join United Artists.

Al Jolson, as far as the public is concerned, was the creator of talking pictures.

Other artists had appeared in talking pictures before him, but it was not until the presentation of "The Jazz Singer" that the talkies swept America.

What "The Jazz Singer" did in America "The Singing Fool" accomplished in England.

Under his agreement with Warner Bros. Al Jolson is paid \$45,000 in cash, with, in addition, a royalty of 10 per cent. on all gross receipts over \$200,000.

It is expected that "The Singing Fool" in England alone will make \$500,000 gross.

In the talking picture world the American market is five times as valuable as our own.

It is, therefore, probably underestimating Al Jolson's income, very heavily, to say that it amounts to \$5,000 a week.

The members of United Artists work on results, and may receive 25 per cent. of the gross takings of their pictures.

Even if he were to make only two pictures a year of the class of "The Singing Fool," Al Jolson may anticipate an annual income of roughly \$1,000,000.

Fantastic as that figure may appear, it is quite within the bounds of possibility, because George M. Cohan, America's greatest dramatic impresario, is at the same time, joining United Artists, and will write and direct Al Jolson's first talking picture for United Artists.

Author of "Over There."

George M. Cohan is dramatist, lyricist, composer, producer and actor. He is the author of "Broadway Jones," "Get-Rich-Quick Wallingford," "Seven Keys to Baldpate," "The Miracle Man," "So This is London," and more than 200 other plays of every description.

He is also the composer of the inspiring American marching song, "Over There."

The combination of Al Jolson and George M. Cohan will be the strongest in the talking picture world.

Al Jolson's father was a Jewish cantor, who emigrated from Russia to America. The story of "The Jazz Singer" is said to be, in great measure, the story of Al Jolson's own life.

MILITARY GYMKHANA.

SOMERSETS TO HOLD MEETING AT KWANTUNG.

By kind permission of the Fanning Hunt and Race Club, a gymkhana meeting will be held by the 1st Bn. the Somerset Light Infantry at Kwantung steeplechase course on Sunday, 9th February, beginning at 2.30 p.m., sharp.

The events will be:

Mule Derby (Open to other ranks Somerset Light Infantry); Gymkhana Cup, Ladies Quoit Putting (mounted, post entries); Somerset Light Infantry Steeplechase, Market Race (mixed pairs, post entries); Services Mule Race (post entries); Ladies Mile, and Saddle Race.

Other than post entries, all entries will close at noon on January 20, entries to be made to Hon. Secretary, Gymkhana Meeting, Somerset Light Infantry, Sun Wai Camp, Fanning. There will be a \$2 totalizer on events 1, 2, 4, 7, 8, and a \$2 cash sweep on events 1, 2, 7, 8, with a big \$1 cash sweep on event No. 4.

The conditions for the main events are as follows:

The Gymkhana Cup will be a steeplechase of about one mile for China ponies, weight for inches as per scale raised 10 lbs. Winners of more than one steeplechase, including gymkhana meetings barred. Winners once, 7 lbs. extra.

Somerset Light Infantry Steeplechase.—A steeplechase of about one mile for China ponies. Catch weights 170 lbs. Ponies to be owned by Officers of the Regiment and to have been owned by them prior to January 1st, 1930. To be ridden by owners.

Ladies Mile.—Catch weights. Entries to close by 12 noon January 20, but ponies' names need not be given. Ponies that have won any flat race are barred.

GOLD FROM RUSSIA.

**ALARMING DIMINUTION OF
RESERVES.**

Riga, Dec. 13.

The Soviet Commissars for Finance and Foreign Trade and the Directors of the Monopoly Department discussed to-day at Moscow the alarming diminutions of the Russian gold reserves, consequent on the large gold shipments to England, Germany, and America last winter in payment for foreign goods.

The Finance Commissar declared that the Soviet gold fund was practically exhausted, and, therefore, no more gold shipments were possible.

The Foreign Trade Commissar outlined the measures taken to increase the exports of naphtha products, salt, and timber, but hinted at the difficulty of exporting even small quantities of grain, butter, and textiles, which were insufficient for local requirements.

Finally, the Directors of the Foreign Trade Commissariat suggested that the only alternative was a further reduction of imports, which is further to be discussed next week.

**CASH WINDFALL AFTER
35 YEARS.**

**BOON FROM SALE OF
HOTEL CECIL.**

The sale of the Hotel Cecil to Shell Mex. for approximately \$1,500,000 means that, after 35 years, victims of the wreck of the Liberator Society will at last receive some return on their money.

Erected by the Liberator Permanent Building Society, the Hotel Cecil—one of the best-known hotels in the world—was only half built when James Balfour, the president, crashed.

The ruined shareholders, numbering 25,000, banded together and formed the United Realisation Company to salvage what they could from the wreck, in which \$7,000,000 was involved.

"Old With Waiting."

Their chief asset was 200,000 shares in the Hotel Cecil.

Year after year went by, and there was still nothing for the shareholders, many of whom were small tradesmen who had sunk all their savings in the Liberator. Some died, and their holdings passed to their children.

"We are growing old with waiting," declared a woman pathetically at a recent meeting of the company.

As a result of the sale, however, \$600,000 will be paid out to the debenture holders of the hotels, \$500,000 to the preference shareholders, which will leave a "substantial" balance for the ordinary shareholders, who are for the most part the victims of the Liberator crash. How much this will work out at in the end is not yet known.

As soon as the purchase of the hotel is completed in June next, the United Realisation Company will go into liquidation, and the assets will be distributed to the victims and their successors.

The contract for the sale of the Cecil was signed at a special board meeting at the hotel when a substantial deposit was paid.

No Alterations Till June.

Shell Mex propose to reconstruct the hotel into a huge block of offices, but the shops fronting the Strand where the leases have still some years to run will remain. It is also proposed to build a public restaurant on the ground floor.

But no immediate inconvenience will be caused to hotel guests, as no alterations will be made until next June.

The chief reason for the purchase is that the Shell Mex Company, a subsidiary company of the Royal Dutch Shell group, which has a capital of \$5,500,000, is urgently in need of increased office accommodation.



The Famous Breatheable Tablets

For COUGHS COLD CHILLS SORE-THROAT BRONCHITIS.

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Selected Grade Lump Coal

Upper Levels \$21. per ton
Mid-Level \$20. "
Central District \$19. "

Best Household Nuts

(For Kitchen Use)

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Terms: Cash with order.

Minimum Quantity: One ton.

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WOMAN'S WORLD FOR OUR LADY READERS.

Beauty Talks By Cinema Stars.

MARY BRIAN GIVES MOUTH DEFT CARE.



Next to the eyes, the mouth is the most outstanding feature of the face. Being, generally, rounded into brilliance, it is often the focus of our companions' gaze, especially when we talk.

"There is more to making up the mouth than merely running a lipstick over the lips," Mary Brian explains. "Because of the vivid shades of most lip rouges, one must be careful to blend the colour skillfully to avoid a harsh outline.

"Before beginning to make up the mouth, be sure the lips are soft and smooth. Nothing is uglier than rough, chapped lips. A white lipstick is soothing to chapped lips and, if used consistently, will not only cure but prevent chapping.

Make up the Lips Last of All.

"And oily, moist rouge is preferable to dry. It is prettier on the lips and also is more easily applied. Spreading a dry lipstick on the lips will cause them to wrinkle. Never make up the lips until the rest of the face is made up.

"I prefer to use a cream rouge, to be applied to the lips with a finger, rather than a lipstick. Whichever is used, begin on the inside of the lip, blending the colour to the edges, all over the lips. Put on lots at first, then wipe off the surplus. Keep blending until it is smooth and lovely. Powder over the mouth and wet the lips again with the tongue to remove the powder. This will give a natural expression and remove any harshly-drawn edges."

New Trimmings.

SETS OF EMBROIDERED
JEWELLERY SEEN.

The couturieres have used embroidery on their creations this season in quite new ways, and with charming effect. The monogram which has reappeared on the blouses of sports models is not new, of course, but it gives a delightful and intimate touch of chic.

What have been extremely successful among the innovations in this type of trimming are the bracelets which a famous dress-maker embroidered in gold and silver thread, one above the other, around one of the cuffs of a black afternoon frock.

As the idea spread, a necklace was added, and on many dresses for afternoon wear, sets of em-

broided jewellery in metal thread have been noticed. At first, this trimming was confined to frocks in dark colours, but it has now been used with equal success on dresses in lighter shades.

An imaginative touch and skilful design shown by dresses some prominent Parisiennes are wearing this season, make them evocatively feminine.

Themes from Ancient Greece and Egypt, from North Africa and old Russia and Persia, are suggested in the handling of pleats, in lay motifs, hood collars, close little hats, and figured fabrics.

The silhouette is slender and fitted closely about the hips, often with a blouse effect at the back of the bodices, and with skirts that vary in fullness, from sheath effects to really voluminous ones. These latter hold their width down to the straight and narrow vertical by means of cleverly-stitched pleats or narrow pleated panels.

Shoulder Straps.

HOW TO KEEP THEM IN
ORDER.

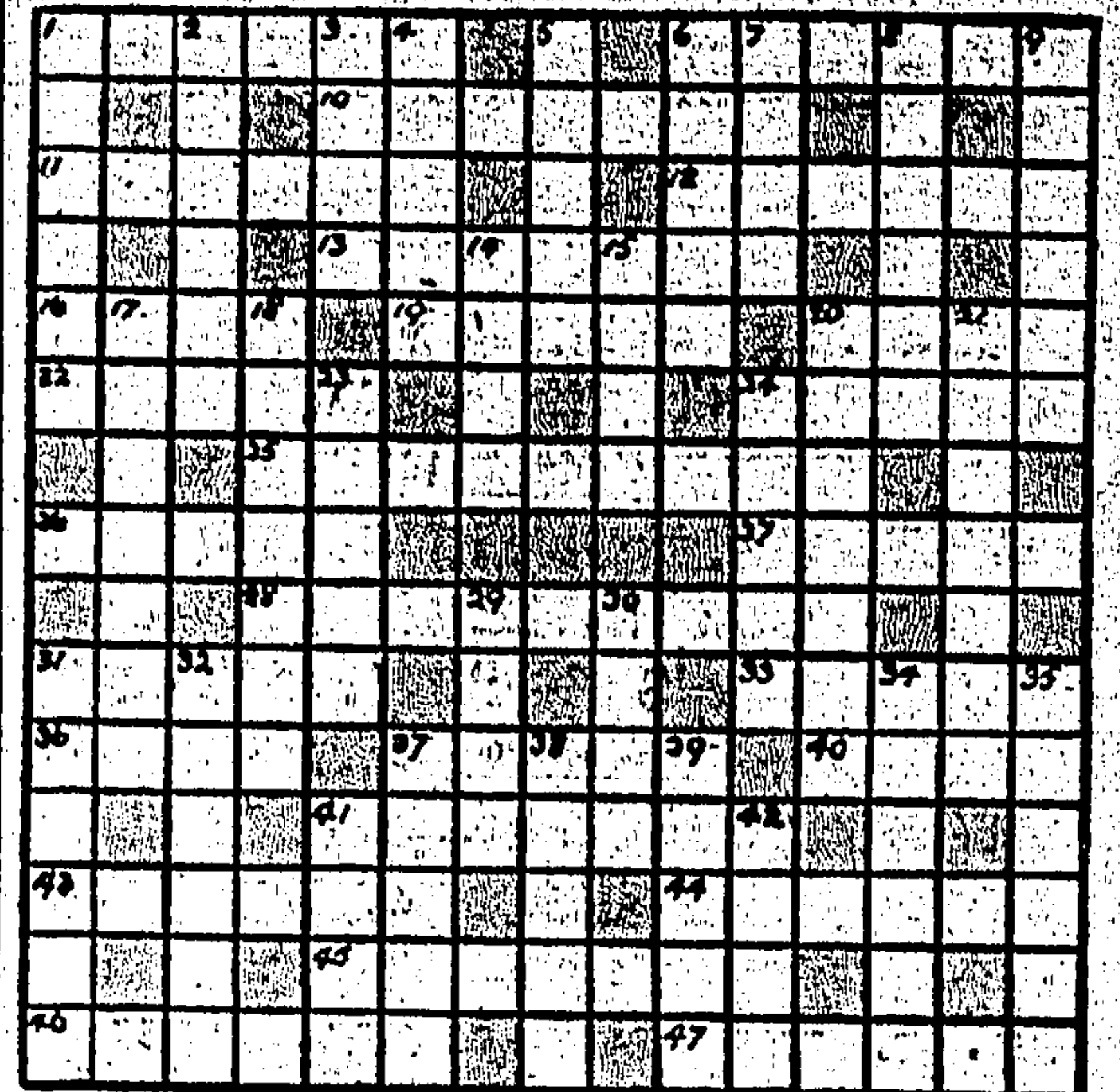
Among the many little inconveniences suffered by the woman whose figure is no longer willowy is the nuisance of perpetually broken shoulderstraps. In vain she sews on extra strong straps, with the result that the straps tear away from delicate silk or fine cotton garments at the back, and there is an ugly rent. The simplest way out of the difficulty is to take two lengths of ribbon and stitch them together along the outer edges on the right side with the machine. Insert an elastic through the ribbon, which will draw up the shoulderstraps slightly, and then stitch it to the garment. The flexible elastic in the double straps will carry the strain, the straps will not break, and the shirred shoulderstraps look prettier than ordinary ones.

Coloured shoulderstraps on white underwear are a nuisance when they lose their colour which happens after their first visit to the laundry, because white underclothes are always boiled. Instead of fixing them permanently, or using press studs that give, try this method. Cut the ribbon strap three inches longer than would be used in the ordinary way, then, after hemming the ends, work a strong loop at the extreme edge of each end. About three inches from each end sew a button on the wrong side of the ribbon just large enough to slip easily under the loop. On the inside edges of the top of the back and front of the garment work a bar loop which is large enough for the ribbon to slip through. When the garment comes back from the wash, slip each end of the strap through the loop at back and front, then fold back and fasten the end of the ribbon over the button.



The smart woman who prefers tailor-made suits to anything else will revel in this trim model which is carried out in smooth brown tweed, bound with soft leather in the same shade. The tweed hat is banded in leather, while the neatly tied scarf is in brown and blue check silk stockinette.

OUR NEW BRITISH CROSSWORDS.



Across

- 1 Subjects of conversation.
- 8 Rural.
- 10 Gruesome.
- 11 Dutch coin.
- 12 Note.
- 13 Dishonest bookmaker.
- 16 Tumult.
- 19 Noticed.
- 20 Small child.
- 22 Cremona violin.
- 23 Paired.
- 25 Carried on.
- 26 Educate.
- 27 Extract.
- 28 Moderate.
- 31 Vapid.
- 33 Leer.
- 36 Raising of taxes.
- 37 Prize.
- 40 Certain.
- 41 Allike.
- 43 Human being.
- 44 Convincing.
- 45 Venereates.
- 46 Revealed.
- 47 Particularize.

Down

- 1 Striped animals.
- 2 Pale colour.
- 3 Move the jaws.
- 4 Alluring woman.
- 5 Most unimportant.
- 6 Governed.
- 7 Ulliser.
- 8 Scarp.
- 9 Cut a design.

14 Small room.

- 15 Cropped.
- 17 Repent.
- 18 Silently.
- 20 Infuriates.
- 21 Master.
- 22 Recipient of a gift.
- 24 Comes into contact with.
- 29 Literary effort.
- 30 Lurch.
- 31 Slants.
- 32 Contrary.
- 34 Exclamation of triumph.
- 35 Rent roll.
- 37 Marked.
- 38 Female fox.
- 39 Caused to run.
- 41 Tender.
- 42 Flower.

Yesterday's Solution.

OSTRICH R LAPPL
IRON REDE R A
CREAKED CONTENT
READY RAINS W L
ANTS LAITY SITE
Z E CABLE PLEA
E DOOM S FIERCE
F AVER VALL K
BARRED D KEPT R
NEED PULLED R U
TEND BRED DEMI
H E GOALS DEWIT
REWARDS THIMBLE
E E EYES POLL
WIDOW D POSSESS

RECORDER AND VIOLENT THIEF.

"MOST DEGRADED OF HUMAN
BEINGS."

For robbing Mr. Stuart Mervyn Johnstone, a company director, of Penistone-road, Streatham, with violence, Joseph Whitehead, aged 24, a stoker, was sentenced at the Old Bailey to 18 months' hard labour and 18 lashes with the "cat."

Evelyn Ayres, aged 20, a domestic servant, pleaded guilty to larceny and was sentenced to three years' Borstal training.

Mr. Frederick Levy, prosecuting, said that Mr. Johnstone was accosted by Ayres and another woman in Streatham High-road at night and he went with Ayres to a public house. Later, while Mr. Johnstone and Ayres were talking outside the public house Whitehead rushed up and said, "Do you know you are talking to my wife?" Mr. Johnstone replied, "I am sorry, I did not know it."

Whitehead, he said, then attacked Mr. Johnstone and knocked him down. He took a diamond pin from his tie, went through his pockets, and tried to force a signet ring off his finger. Some private papers belonging to Mr. Johnstone were afterwards found in Ayres' room.

The Recorder said that Whitehead had shown himself to be the most degraded of human beings.

On hearing his double sentence, Whitehead laughed and exclaimed, "Is that all?"

WOMAN'S BODY WASH- ED UP BY SEA.

DUTCH POLICE SEEK AID OF
SCOTLAND YARD.

Scotland Yard have been asked by the Dutch police to help them to solve a mystery of the sea.

The body of a woman, believed to be English, was washed ashore on the north coast of the island of Texel on October 27, but it was in such a state that identification was impossible. The body has been buried on the island.

The Burgomaster on the island suggests that the woman may have been the victim of an aeroplane accident or of a ship-wreck. Most of her clothing had been torn away, but some jewellery was still intact. From the description of this property it is hoped that relatives may be found.

Round the left wrist was a watch, with gold dial and hands, fixed by a black band. On the other wrist was a gold chain bracelet with a small chain and heart-shaped lock. Between the links were pink and white stones.

On the right upper arm was a broad gold bracelet with open-work edge.

There were two rings on the third finger of the right hand, one set with five diamonds and the other with rubies. On the middle finger of the left hand was a little gold ring set with a purple stone and three small diamonds. Inside one ring was the inscription: "Fine Play."

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SATURDAY JANUARY 18, 1930

SLAVERY.

Whilst no-one would for a moment doubt the sincerity of Lady Simon in her campaign against slavery, or deny the humanitarian impulses which inspire her in the task she has undertaken, we cannot but feel that, like so many other well-meaning people, she is somewhat inclined to over-state the case. She is rightly concerned over the fact that there are still millions of people in the world living under conditions of serfdom, and she may count on widespread support for any reasonable methods which may be evolved for putting an end to the system. It is doubtful, however, whether the cause is likely to be helped by her suggestion that people at home should refuse to purchase tea from Ceylon so long as the alleged slavery in that Colony is permitted to continue. The inference, of course, is that slaves are employed on the tea plantations. Whether that is so, and, if it be true, to what extent, we do not profess to know. Obviously, however, the whole tea-planting industry cannot be permeated with slavery, and it therefore strikes us as being the height of absurdity to advocate a boycott of Ceylon tea merely because it may happen that some of the native growers employ so-called slaves. In any event, the general slavery problem cannot be solved by such crude methods as these, methods which only tend to confuse the issue and which do not go to the root of the question. In her latest speech on the subject, Lady Simon says Britain cannot preach to other people until she has cleaned up her own house in Hongkong and Ceylon. This is not the first time that her ladyship has brought Hongkong under notice, although she can have no personal knowledge of conditions here. She obviously has in mind the *mi-tai* system, in regard to which her condemnation must necessarily be based on hearsay evidence. Not that we would for a moment defend the system, because, whatever its merits, we have always contended that it is so closely analogous to slavery as to be repugnant to British ideas. Reading some recent remarks which Lady Simon made on the question, some of which we reproduced yesterday, we cannot get away from the impression that there is a regrettable

tendency amongst people who take these matters up second-hand to over-paint the picture. For instance, she refers to terrible stories of children bought in China, such as punishment by pouring boiling water over their hands, and dislocating their wrists. These things may be perfectly true, if isolated examples are to be taken, but it is manifestly unfair to imply that they are in any way representative of conditions in China. What is more to the point, the unthinking might easily infer that such happenings are typical of what occurs under the *mi-tai* system, and in this way vaguely link up Hongkong with atrocities of this type.

It is a thousand pities that reformers who take up such questions as these do not study the problems in all their ramifications before attempting to stir up public opinion. It is only by probing beneath the surface, and getting at root causes, that these evils can be satisfactorily and fairly handled. Much harm is done by exaggerating the facts, however unwittingly. In all these matters, the problems are best left to those who by first-hand knowledge of the issues involved are in a position to take account of all the factors. Slavery is indefensible, wherever it operates, but the attempts to suppress it should be left to balanced and well-informed people, who know of what they talk and write.

Ten Years of Prohibition.

The tenth anniversary of the launching of the Eighteenth Amendment upon an almost unsuspecting people finds American public opinion apparently as little resigned to its full implications as it was in 1920. National stock-taking after ten years, long enough one would imagine to give any reform, however revolutionary, a fair trial, shows that the cleavage is as sharp as ever. Senator Sheppard declares that Prohibition goes on triumphantly. Mr. Oliver, a member of the House of Representatives, says that the only difference effected by ten years of Prohibition is that people drink in their homes instead of in public bars. Another remarkable commentary on the situation is contained in the fact that instead of rejecting motions for the repeal of the Prohibition Laws, both the Senate and the Lower House referred the resolutions to committees, which is nearly as whimsical as the recommendation of the National Commission of Law Enforcement that the Prohibition Law be strengthened "if for no other reason than to give it a fair chance!"

Meanwhile, a new form of agitation is growing in strength in America, a demand for Local Option. It is argued that the law requiring the enforcement of Prohibition in the various States is an encroachment of personal liberty and upon the sovereignty of every State in the Union. To the non-observance of Prohibition by a large section of the people of the United States is attributed the tendency towards laxness in observing other regulations laid down for the common weal. It is, indeed, admitted by President Hoover's Commission considering this very subject that no clear cut line can be drawn between non-observance of Prohibition and non-observance of general laws. This is a matter for very serious consideration, and if true, offers strong support to the pleas for relaxation of the law. The tremendous cost of attempted enforcement, the many unpleasant shooting incidents, the frequent international complications arising from excess of zeal by Prohibition officials are sufficient to cause many a public-spirited individual to question whether the ultimate result makes it worth while. There is reason to believe, moreover, that many people who voted with the Pussyfoots on the issue of commencing this great social experiment did not realise how deep would be the reaction in every sphere of life and now regret their vote. The response to a demand for another plebiscite of the country would be exceedingly interesting. Such a move would prove far more convincing than the Pre-

DAY BY DAY.

THE REST WHICH DOES US ALL GOOD, AND ENABLES US TO DO OUR WORK WELL, IS THE REST OF THE HEART.—James Freeman Clarke.

The *Gazette* contains traffic regulations in connexion with the forthcoming Race Meeting.

We have received from the Texaco Oil Company a number of very attractive Chinese calendars.

His Excellency the Governor has reappointed Dr. E. W. Kirk to be a Member of the Midwives Board for a term of three years.

The name of Dr. E. W. Kirk, Doctor of Medicine, Bachelor of Surgery, and Fellow of the Royal College of Surgeons, Edinburgh, has been added to the list of medical practitioners.

Artistic Chinese calendars depicting a Chinese maiden seated on the rocks on the bank of a stream come to hand from The China Siam Line, for which Messrs. Thorsen and Co. are agents.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, been pleased to recognise Señor Don Gustavo Ludders de Negri, Mexican Consul-General in London, as being in addition Mexican Consul-General for Hongkong.

The following rather amusing paragraph is taken from yesterday's issue of the *Canton Gazette*:—"In view of the recent mutiny in Mexico, the Eighth Route General Headquarters have instructed the Naval Headquarters to despatch gunboats to the foregoing port for the protection of the Chinese residents."

It is notified that the United States Rubber Company, a Corporation duly organized and existing under the Laws of the State of New Jersey one of the United States of America of 1790, Broadway, New York, United States of America, has by assignment become proprietor of Hongkong Letters Patent No. 17 of 1923.

Local estate to the value of \$7,300 was left by Mrs. Choi Cheung Siu Hing, otherwise known as Rosa Chan de Chols, who died intestate at Choi Bin Village, Kwangtung, on June 1, 1929. Letters of administration have been granted to her husband, Choi Yat-wai, otherwise known as Juan Chols, of Call, Depto. del Valle, Colombia, who is temporarily residing at No. 24, Lee Yuen Street West.

It is notified that the Government proposes to erect a public latrine at the north-west corner of the block accommodating the market fronting on Tung Shing Road on the West and facing Aberdeen Inland Lot No. 88 on the north. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, 7th February.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Baghdad 1 (1), Rangoon 2 (2); Cholera, Calcutta 45 (26), Tuticorin 1 (1), Bangkok 3, Phnom Penh 1 (1); Small-pox, Berbera 2 (1), Baghdad 1, Bombay 46 (19), Calcutta 34 (20), Cochinchina 37 (7), Karachi 4 (2), Madras 25 (2), Moulinein 5 (1), Rangoon 1, Canton 4 and Shanghai (2).

SIR CHARLES HIGHAM.

Mr. Justice Hill, in the Divorce Court, granted a decree nisi to Lady Higham, of the Ritz Hotel, Piccadilly, because of the adultery of her husband, Sir Charles Frederick Higham, with Miss Mary Carpenter at Wych-hanger, Surrey.

The suit was not defended. Mr. Bush James appeared for Lady Higham, and Mr. T. Bucknill represented Sir Charles. The marriage took place at Elton Register Office on August 20, 1925. There were no children. Mr. Justice Hill, granting the decree nisi, said that there had been talk about a separation order. Then the husband thought that he did not want a separation, but would rather have a divorce. "In order to bring about a divorce," he said, "he committed an act of adultery. His wife is entitled to a decree. This adultery appears to have been the direct result of the present state of the law."

A decree nisi was pronounced.

idental election result, which is generally hailed as granting a mandate for rigorous enforcement. There must have been a great many people prepared to swallow Prohibition in order to get Mr. Hoover as President.

THE GROWING LIBRARY.

Some Thoughts on Book-Buying.

One of the oddest things I have observed about myself, one of the least comprehensive and hardest to explain, is this: I go on buying books. This is something that I did not foresee, long years ago, when I was trying to imagine the man that I should some day be. Rather, I supposed that there would come a time when I should not only have books enough but should realize that I had enough, and so, like a sensible person, stop buying them.

For I think I have not a grasping or even a collecting disposition. I do not accumulate typewriters or hats or andirons or, indeed, anything whatever except walking-sticks and shoes and books, without regard to my actual needs, and I have in fact a decided dislike for excess baggage. I like to travel light. But books I do accumulate, in spite of the best intentions and resolutions. I buy more books every year than I did the year before.

The time arrived long since when I had quite enough for all practical uses. For a good many years I have been positively embarrassed by riches in the ever-growing difficulty of finding among my many books the particular book that I am wanting. My shelves bulge. Many of them are packed three-deep. My third attempt to make a catalogue has broken down and I shall never try again.

Now that all my available wall-space is covered with bookcases, I have taken, perforce, to piling my new acquisitions on the floor. I cannot find a house that will accommodate all my books, so that I am obliged to live in two places at once—the obvious result of which arrangement is that the book I am looking for is usually at the other place.

There was a time when I found much amusement in Thomas De Quincey's way of filling a set of chambers with literature and then, just before he was completely snowed in, locking the door and moving to some other part of the town to begin the process all over again. I sympathize.

Under these circumstances, why should I continue to buy books?

It is easy enough to murmur the phrase "acquisitive instinct" and to think that thereby one has explained the mystery; but if this is the explanation then my collection of books is about the only example of such a trait to be found in me. Walking-sticks and shoes do seem to accumulate, as I have admitted, but to nothing like the same extent that books do.

I will admit also that I possess a good many more inkwells than I am ever likely to need, and that my supply of tiny frogs and cats and hens—made of glass or earthenware—for the peeping and enlivenment of my writing-desk is somewhat more than adequate. Aside from such things, however, and the collection of ideas and moods and sunsets and similar imponderables, I do not think that I can justly be called acquisitive. There must be some other explanation.

Some, no doubt, would attribute my continued purchasing of books to "pride of ownership," drawing a fine distinction—which I admit—between this and the acquisitive instinct. Here too I disagree. Very well do I know the sort of book buyer who drags you off by the coat sleeve to examine his latest purchase of an old Montaigne or Sir Thomas Browne, and who cannot begin to enjoy his treasures until he can fancy that someone else wishes he had them. But never once, I think, have I shown a book even to a close friend without being asked to do so. The exhibition of my rarer items simply does not occur to me. I have not bought them for show. I am glad to have them, but not proud.

Not to make too much of a mystery out of this matter by setting down here all the explanations that I think are false, I shall name the true reasons for my book buying as I see and understand them.

The first of these is so whimsical and indeed so indefensible, now that I look at it for the first time squarely, that I am not sure whether it should be confessed. Nevertheless, it is a fact that I have bought many and many of the books now gathering dust on my shelves simply in order to please—or perhaps I should say, in order not to grieve—the booksellers. For a good many years of my bibliophilic career I had not the courage to spend anywhere from an hour to half a day in a strange bookshop and then to go forth, gracefully and thanklessly as it seemed to me, with nothing but dust on my hands and all my money in my pocket. I had some vague notion that the proprietors of these places might enter a claim for rent, and at the very least I felt sure that my long stay must arouse in them a confident expectation of sale, which I could not bear to disappoint. It is not that I am thus gentle and considerate with the keepers of bookshops alone. I feel

exactly so with regard to grocers and haberdashers and all other varieties of salefolk, and it is certain that my collection of needles would now rival Queen Elizabeth's array of gowns if I had not learned long ago never to venture into a haberdasher's shop except in cases of dire and definite need. But bookshops I have not been able to stay out of. Therefore I have paid rent in dozens and scores of them at the rate of about five dollars per hour.

Sometimes I have fancied that the keepers of bookshops are acquainted with this foible of the book-buying public and use their knowledge for the increase of trade. So often one meets the apparently hospitable invitation "Come in and browse," but then when one has entered and has begun his "browsing"—much as he dislikes the word, for the book buyer, meek as he is, likes to think that there is some difference between himself and a cow—these same hospitable proprietors have a way of standing off in the dark corners of the room and boring his head from behind with gimel eyes. Their faces seem to grow longer and longer as his stay lengthens. Their replies to his genial sallies are more and more mournful. Their opinion that he does not know an Elzevir from a dime novel becomes increasingly evident, so that he finally puts the five-dollar book back on the shelf and decides that he will have to buy the ten-dollar one after all, merely in self-defence.

My tenderness for the book trade, however, is as nothing in comparison with that which I have always felt toward poets of the present day. In one corner of my library there is a stack of shelves eight feet high by four in width which contains almost nothing but contemporary poetry. Did I ever want those books? Why, no, one can possibly want thirty-two square feet of contemporary verse. Try to read that much of it through, and I shall venture to say that before you have reached even ten square feet—I mean, of course, measuring the volumes across the backs as they stand side by side—you will begin to get diminishing returns. No, I did not particularly want the greater number of them, but here is the point: each of those many slim books represents a poet, usually a young one, and each once meant more than you are likely to imagine to some writer—ah more, far more, than almost any book of prose can mean.

For poetry, let us remember, is a writer's very self,—and to have that self rejected, scorned, ignored! I know how that might feel, for one of the slim volumes on those crowded shelves bears my own name on its title page.

Very often, therefore, I have stood in bookshops before the rows of contemporary verse—they used to be kept in the dingiest parts of the shop where no one else ever ventured—wondering whether I should add this or that to my collection. The decision meant little to me, but it meant more to the young poet. It meant one copy more on the credit-side of his next publisher's report. It meant a sale of six copies for the year, let us say, instead of five. Booksellers used to tell me, in their platitudinous way, that

(Continued on Page 2.)

WHO WAS...**COLIN CLOUT?**

When Colin Clout makes his appearance in the songs and ballads of our country's literature, he comes as a shepherd youth who is the embodiment of the spirit of rural England.

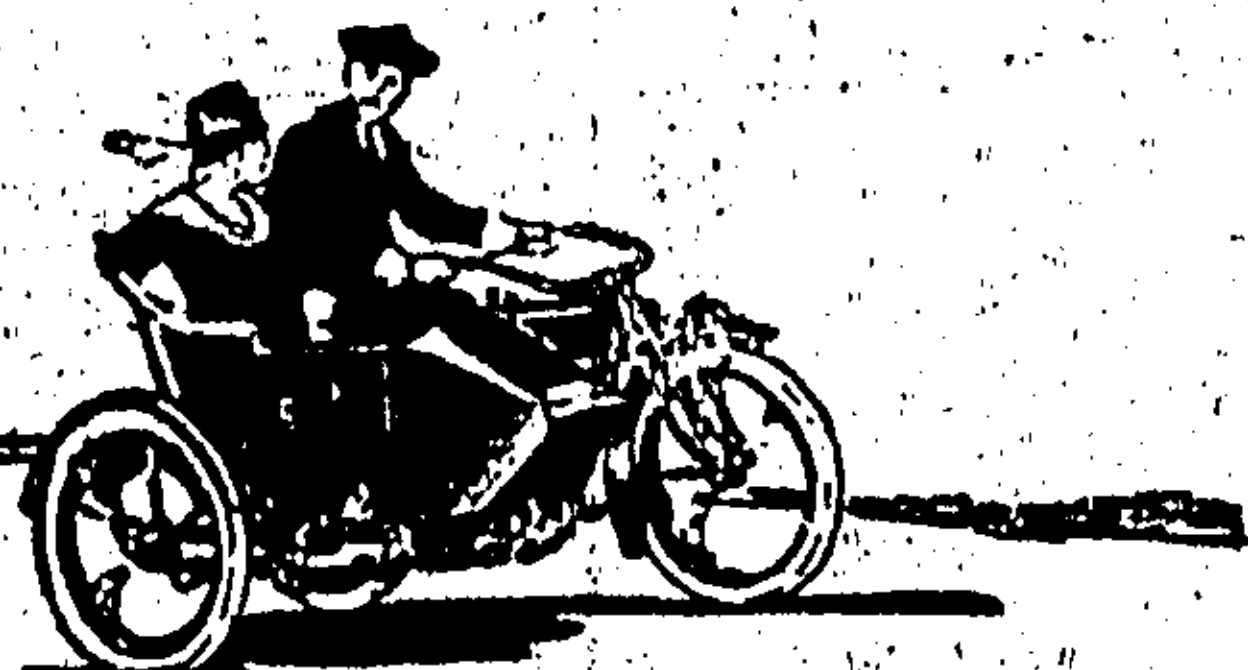
He is the "lad of peerless mood" who can run and wrestle with the best, and yet can foot it neatly in the dances upon the village green. He can pipe, and he can sing.

"In every wood his carols sweet were known, At every wake his nimble feats were shown."

The maidens fall enamoured of his handsome face and merry smile, all save one, the one of his choloq. The name of his love may be Rosalind, or it may be Cecily, but always she is cold as she is fair, and tortures poor Colin by her indifference.

Spenser used the name of Colin Clout in his "Shepherd's Calendar" and other poems, and Gay also introduces a Colin Clout into his second Pastoral. Previously to both of these authors, Sholton had written a religious satire under this title.

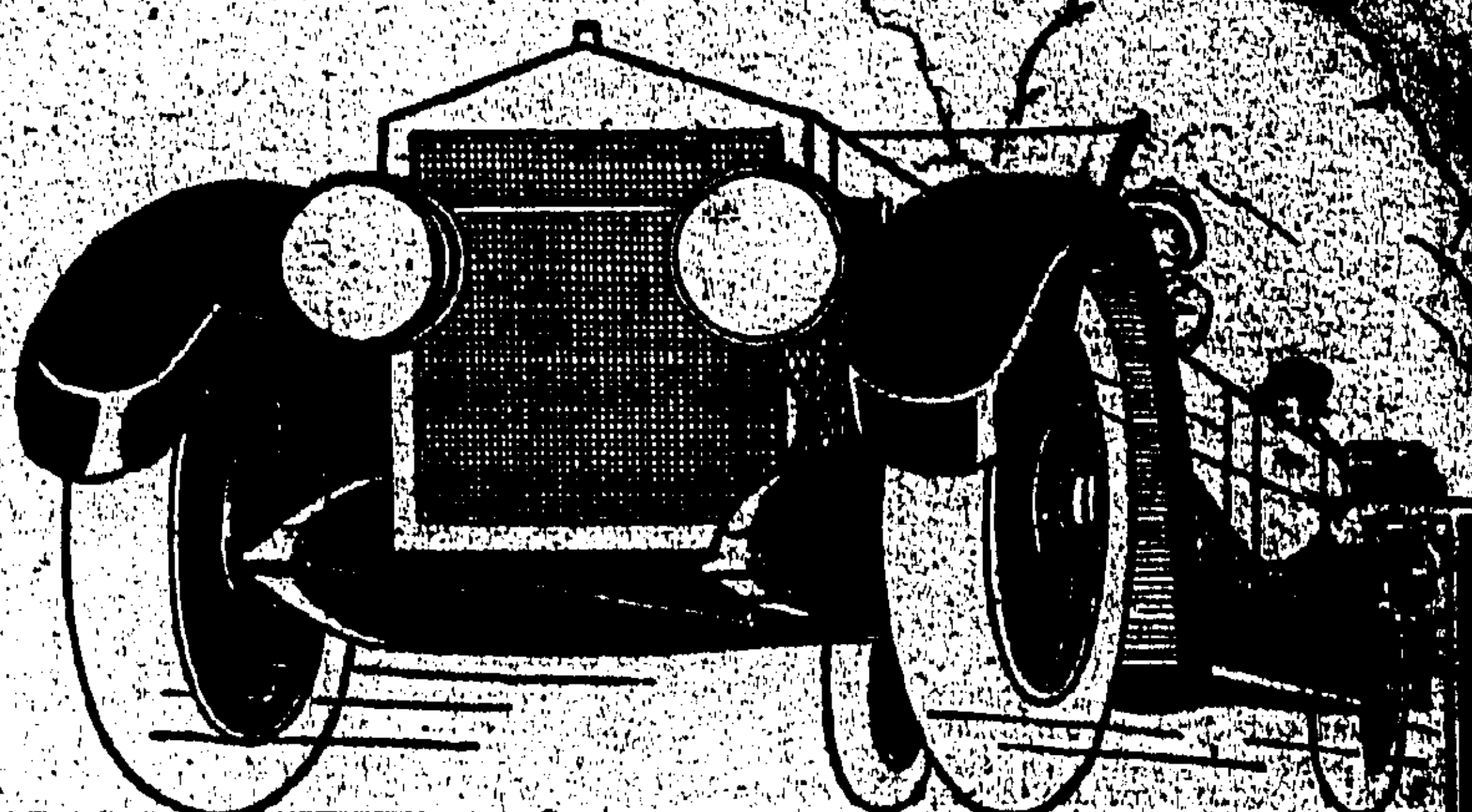
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Two Million More Trees.

At the Dunlop plantation in Malaya the work of planting two million young rubber trees is progressing as new areas of jungle are cleared. When complete, the plantation will cover an area of 16 square miles.

Its annual production is 8500 tons of rubber, which are tapped from 4,000,000 trees. When the new trees come into production, in about 10 years time, it is expected that the plantation will produce an additional 5000 tons.

PIPES TOO SMALL

Ford Builds Tunnel.

The consumption of water at the Ford plant at Rouge and Dearborn (Michigan) is 500,000 gallons per minute, or three-quarters of a billion gallons per day.

To ensure a full supply the plant will be connected to the Detroit River by a tunnel 2 1/4 miles long.

— says a Model.

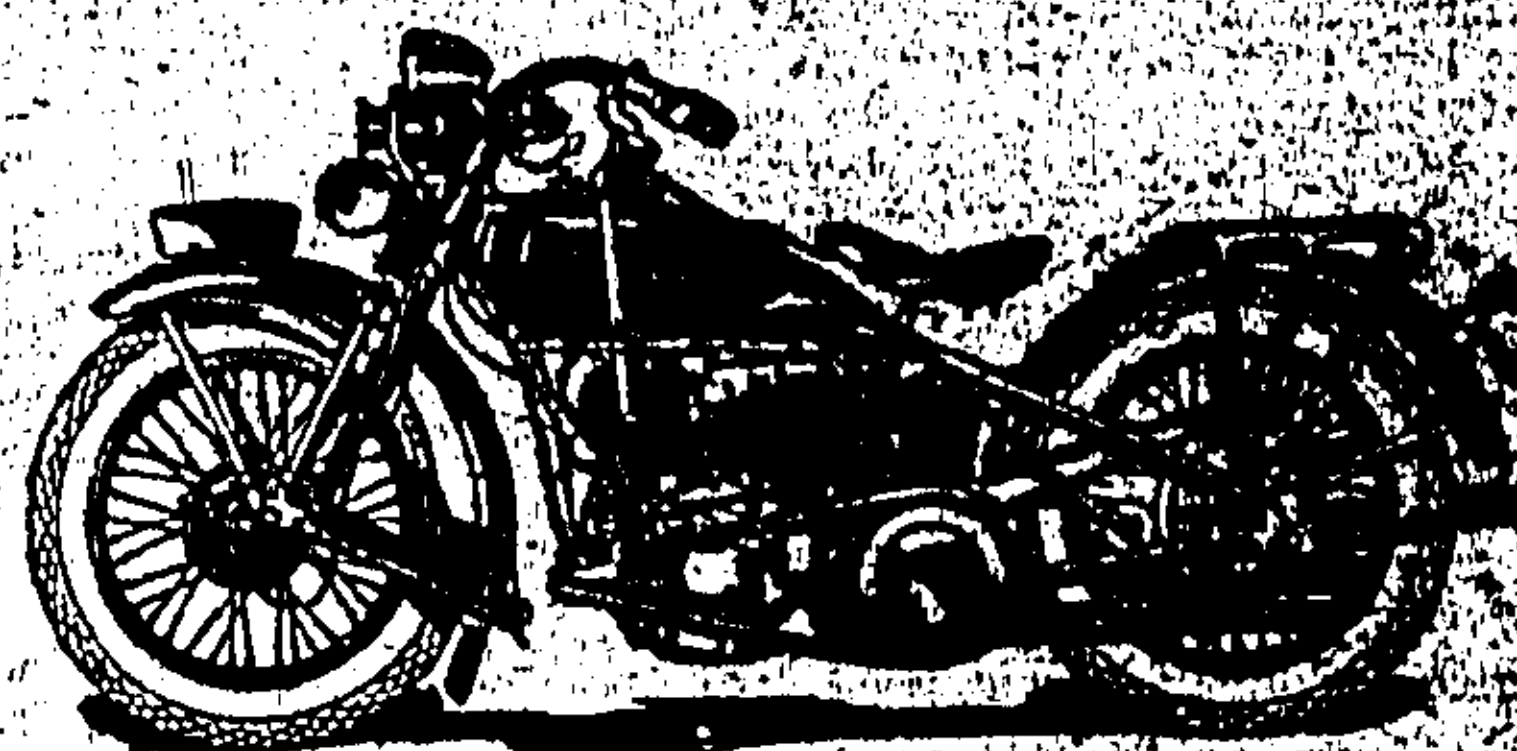
In explaining a case of dangerous driving, a witness at the Carlisle (England) police court used toy cars and a model of four cross roads.

TRAFFIC PROBLEMS IN HOME FLOODS.



The main road at Maldenhead was flooded and all traffic through the town had to plough its way through deep water. The lower picture shows willing helpers assisting to move a derelict motor-lorry.

THE WONDERFUL 1930 "HARLEY"



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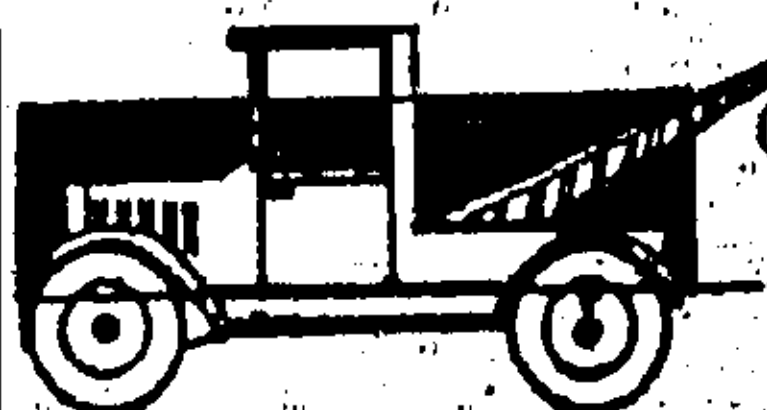
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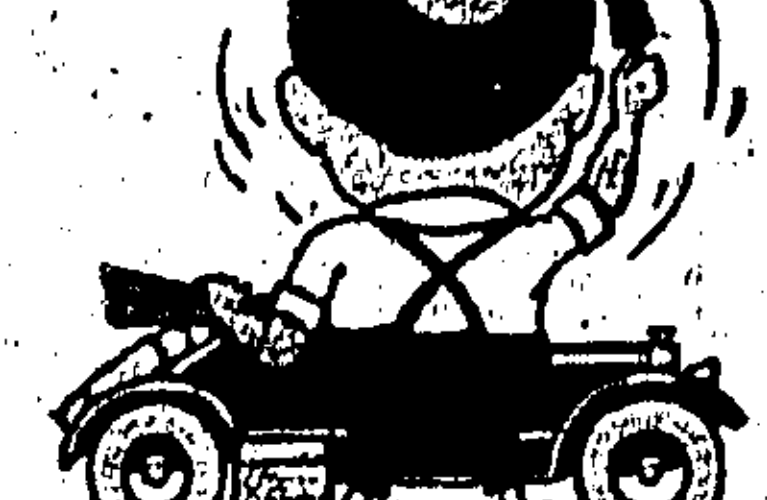


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CURRENT COMMENT

Used Car Values.

One of the great claims of British motor vehicle manufacturers is that their vehicles invariably command a higher re-sale value than cars of foreign make. An illuminating example which substantiates this claim, was revealed during the week when a Finance Vote clearly indicated that the Government thoroughly agrees with this dictum, by purchasing the Governor's second-hand Crossley 20.9 h.p. saloon car for £739.11.6. It is true that £10.11.6 of that sum was for spare parts, but nevertheless, the Government's faith in the workmanship of the Crossley firm is indeed a sterling tribute to the excellence of the vehicles leaving that factory. In addition to this second-hand saloon, one new 20.9 h.p. Crossley of a different model has been ordered at an estimated cost of £575.

Motor Cycle Trials.

Police permission has been given to the Motor Cycle Section of the Hongkong Volunteer Defence Corps to hold a motor cycle reliability trial round the New Territories, commencing at midnight on January 30. The organisation of the event is now well in hand and local motor cyclists are urged to give their support. The organisation of an event such as this is not warranted unless adequate support is forthcoming and it would be unfortunate if the Motor Cycle Section was forced to cancel arrangements owing to a limited number of entries. The trial is open to any licensed driver of a solo machine or combination outfit and at least fifty entries are expected. With fewer competitors than this the trial would hardly be worth while running. Motor cyclists, therefore are asked to support the event.

The Course.

The course has already been published and shows that competitors will be required to make several complete circuits of the new Territories, starting from Kowloon on the first lap and proceeding by way of Nathan Road, Waterworks Hill, Shatin, Taipei and round. When the junction of the Castle Peak and Taipei Road is reached competitors will proceed direct up Waterworks Hill on the second lap and the same will apply on the start of the third lap. On this, however, competitors will stop for an hour at Castle Peak for breakfast. There will then be a starting test before competitors start on the second section of the trial. Leaving Castle Peak after breakfast they will turn round and go back via Un Long, Fanling, Taipei, Shatin, and Waterworks Hill. They will then proceed directly along the Castle Peak Road for the fourth lap, going right round the New Territories once more and returning to the finishing point in Kowloon. The

first competitor will probably arrive in Kowloon between 1.30 and 2 p.m. on the afternoon of January 31. There are no Colonial Sections in the course, competitors riding only over the recognised motor roads. This enables combination outfits to take part in the trial and good support is hoped for from this class of rider. Trials of this kind are frequently held in England and are more in the nature of endurance tests, although the system of checks always operated in a test for the reliability and staying powers of any competing machine.

Sporting Event.

The trial now being organised is undoubtedly a sporty one and should prove an exceedingly interesting test. The date has been chosen with care, allowing competitors Chinese New Year day in which to prepare their machines before starting at midnight on the trial. Competitors will probably leave the starting point at intervals of a minute. Entry forms and copies of the rules are now available and can be had from the Secretary, Mr. H. G. Swinburne, S. C. M. Post.

Silver Trophies.

There is nothing at all onerous in the rules, which are based on those governing other reliability trials. While the trial will be a very sporting test there seems no reason at all to suppose that it is too difficult for any local rider. The course in the trial of 1927 included several tricky hills and some very rough patches. The majority of competitors had never competed in trials before and after the event were highly enthusiastic. The course for the trial on January 31 is simpler, but longer and perhaps more monotonous. These considerations, however, add to its attractiveness and should appeal to local motor cyclists. Handsome silver cups are to be awarded in the various sections and this should be an added inducement to riders to forego, at holiday time, one night's sleep in order to compete in a most unusual and interesting event.

Re-Starting Test.

The restarting test at Castle Peak after breakfast is an entirely new feature and should prove highly interesting. Competitors will be allowed five seconds in which to start their machines and will be penalised if their engine is not running after this allowance. New to Hongkong trials, a test of this kind is often incorporated in trials at Home and elsewhere. As in the last trial there will be team entries of three riders. The machines ridden by the team competitors may be of any make or horsepower and special awards will be given in this section. Further details of the trial will be given in the Telegraph's notes next week.

TRADED-IN.

Used cars, bruised cars,
Very much abused cars,
Standing in the showroom waiting to be sold,
New cars, blue cars,
Verdigris and glue cars,
Each must have a story,
 seldom ever told.

Loose cars, spruce cars,
Downagers-in-puce cars,
Bearing marks of turmoil, tenderness or care;
Closed cars, posed cars,
Socially elect cars,
Some are frilled and furnished and some without a spare.

Staid cars, jade cars,
Pioneers-of-trade cars,
Nursed and reared on asphalt or pilgrims of the dust,
Town cars, brown cars,
Neither up nor down cars,
Ornaments of silver and filigree of rust.

Closed cars, posed cars,
Totally exposed cars,
Half a life behind them eager still to run;
Meek cars, sheik cars,
Rattle, bump and squeak cars,
Promise miles of pleasure, wonder, woe and fun.

POWER OF SUGGESTION.



BUY A CAR FOR YOUR LEAVE- WE BUY IT BACK

Our system enables you to buy yourself a car of any make or model and sell it without hurry and without financial loss on the day before you go back. What we can do is this. You correspond with us from your post until you have settled on the car you want and the period after which you will wish to sell it back to us. We then tell you in writing what we will give you for it at the end of that period. You agree this and the matter is then settled. The car, with your driving licence, meets you at the boat and an instructor is lent to you, if you wish, for three days, free of charge. But write to us and we will explain more fully.

AUTO AUCTIONS

BURLINGTON GARDENS
OLD BOND ST. LONDON W.1

World distributors of the Blackburn Bluebird Light Aeroplanes

"SOME" DROP.

Airplane Publicity Stunt.

FIRESTONE TEST.

After having been dropped from an airplane 2,000 feet in the air nearly five months ago, a Firestone tyre is now on display at the store of the McGoldrick Sanderson Co., Spokane, Washington, U.S.A., Firestone dealers, with the original air still intact.

The tyre mounted on a Ford wheel was carried aloft by Nick Manner of the Manner Flying Service of Spokane. When he was 2,000 feet above the hard gravel flying field he "let go." The tyre struck on the valve and bent the wheel rim in 1 1/2". A hole 8 inches deep was dug in the gravel. The wheel and tyre rebounded approximately 50 feet after the impact.

No damage whatever was done to the tyre, the air pressure remaining the same as when the tyre was first inflated. Although the test was accomplished during the early part of May, the tyre is still on display with the original air.

"The estimated blow struck by the tyre was 70,000 lbs. We had no way of knowing what would happen when the wheel struck," said A. M. Sanderson, "but because of our absolute confidence in Firestone tyres, we were sure the tyre would hold up if the wheel would." A number of Spokane tyre dealers watched the "stunt" and needless to say, betting odds were that the tyre would burst.

There was no resiliency whatever to the hard gravel on which the tyre and wheel struck. The blow was as deliberate as could have been struck with a giant sledge-hammer. The test was equally advantageous for the Ford wheel. If the wheel had collapsed the test would undoubtedly have been damaging to the tyre.

THE COMMERCIAL VEHICLE EXHIBITION.

The Carriage of Goods.

[Special Report to the Hongkong Telegraph by R.A.C.]

Higher Speeds and Easier Maintenance.

As in the case of the latest Passenger chassis, so with the Goods, the 6-cylinder engine has made very great strides in the last 12 months. The result is that greater power is obtained and, with the aid of pneumatic tyres, higher speeds; further, the Six gives better pulling at low speeds and a considerably wider range of flexibility on top. Undoubtedly, the enormous increase in the use of pneumatic tyres is the outstanding feature about the Goods models at Olympia; although for the heaviest types solid tyres are available as an alternative if required, many manufacturers have standardised the pneumatic throughout their entire range.

Many makers, too, have increased the load space of their vehicles by adopting the forward, or beside-the-engine, driving position. By this arrangement, the overall length may be reduced by as much as 4 ft. without detracting from the actual platform area.

Yet another line in which great progress has been made is in regard to chassis lubrication systems. It is now common to find arrangements for oiling practically all the points of the chassis may be lubricated from 2 or 3 batteries of

grease gun nipples accessibly placed.

Some of the 30/50 Cwt. Group.

Although the Singer Co. has for some time past marketed a 6-cwt. van on the "Junior chassis," the new 2-ton vehicle is the first real goods chassis from this enterprising concern. It possesses a number of private car refinements including Marles steering, "Luvax" one-shot chassis lubrication and an engine self-starter. At 3,000 r.p.m. the engine develops nearly 60 h.p. and it is said that the loaded lorry will do 50 m.p.h. The 4-wheel brakes are servo-assisted.

The Star "Flyer" range has been augmented with a new low loading 2½-ton chassis. This, too, has a 23.8 h.p. 6-cylinder o.h.v. engine with 7-bearing crankshaft and pump water circulation, but, unlike the "Flyer," does not have 4-wheel braking. A very handsome example of the latter chassis is to be seen with a special van body having a capacity of approximately 600 cu. ft. Finished in black and maroon with gold lettering, this vehicle will certainly have a fine publicity value for its fortunate owner.

In the medium capacity field, the Vulcan 50-cwt. normal and forward

control types have recently been completely redesigned. In the latter the driver is mounted on the outside of the 24.8 h.p. engine and on the nearside there is provision for a seat for a second man. The engine is easy of access as the floor boards and bonnet are detachable and the Vulcan patent front mudguards swing outwards when engine adjustment is necessary. The wheelbase is 11 ft. 11 in., giving small turning circle for a chassis of this size.

A most striking effect is caused by all the exhibits on the Guy stand being finished in cream and black. On the Goods side, these consist of a 30-cwt. chassis, which, with very full equipment, sells at a highly competitive price.

A Guy 6-cylinder engine and gearbox unit is shown mounted on the patent flexible sub-frame which insulates these units from all stress of main frame distortion. This sub-frame is employed on all models from 3-tons.

Modern Practice Exemplified.

In addition to a 2½ to 3-tonner, Halley Motors are showing a 5-tonner with forward control. This gives a platform length of 14 ft. 6 in. and a most useful feature is the arrangement whereby the entire cab can be completely removed in ten minutes when major overhauls are to be executed, though minor repairs and ordinary running adjustments can be done with the cab in position. Magneto, carburettor and dynamo are all accessibly mounted on the nearside of the 30/86 h.p. engine and the offside is entirely free of all accessories.

As "Builders of London's buses," the Associated Equipment Co.'s products are always of particular interest and for 1930 an entirely new range of chassis has been introduced. The "Majestic" 6-ton model is a very fine example of the most modern practice. This has been designed as a high-speed goods carrier and possesses a 6-cylinder 110 h.p. engine. Exceptionally easy steering and change speed together with powerful 4-wheel servo-operated brakes are factors introduced from coach practice. A new type of cab of attractive stream-line design ensures the driver's comfort. It is fully enclosed, has sliding windows and provides accommodation for three men.

One of the most interesting chassis in the new Commer range is the G. 6 type 6/7-ton vehicle. By the simple expedient of moving the front axle to a position aft of the engine, it affords the advantages of forward control with clear ac-

cess to the engine on both sides. On a wheelbase of 14 ft. a platform space of 15 ft. can be given. The engine is a 6-cylinder developing over 100 h.p. and it is noteworthy that electric starting is standardised.

Well-known Overseas.

British rigid-frame 6-wheelers have established a very definite place for themselves in the Empire Overseas where they are assisting in opening up fresh tracts of country and supplying reliable means of transport where none existed previously. Among the pioneers of this class of vehicle are Thornycrofts and a type "A.E." for 3½-ton loads is shown in chassis form. This has a 34/70 h.p. 6-cylinder engine and auxiliary gearbox. This latter allows all the ordinary speed ratios to be duplicated for cross-country running. The firm's patented system of rear suspension permits 12 in. difference in driving axle levels and allows either axle to tilt to an angle of 18 degrees.

The Morris-Commercial 2-ton 6-wheeler has made a name for itself in many parts of the world and it is said that at the present time there are orders on hand for 1,000 for various Government Departments. The engine has a bore and stroke of 80 mm. by 125 mm. developing 40 h.p. and eight forward speeds are provided.

This vehicle is capable of surmounting gradients of 1 in 1½ with a 30-cwt. load and by reason of the adhesion secured by its four driving wheels, can traverse ground impossible to ordinary four-wheeled vehicles.

Catering for Special Loads.

There are many classes of goods such as machinery, furniture, building materials etc., for the transport of which a really low load line is essential in order to keep the cost and labour of handling as low as possible.

To cater for this class there is the Latil type NP5LL 5-ton lorry which has a height of about 2 ft. 2 in. to the top of the platform when loaded. To effect this, power is transmitted to the front wheels only through universally-jointed driving shafts to externally-toothed final reduction gears which are mounted in oil-bath casings on the front axles. Immediately behind the driving seat, the frame is dropped and 24 in. twin solid tyres are used at the rear. Thus, ample space and low loading are combined.

Three half-track special tractors are being built by Four-Wheel Drive Motors Ltd. for the Royal National Lifeboat Institution for launching lifeboats. The engine in each case is entirely waterproof and will actually run under water, both inlet and exhaust pipes being raised 8 ft. above the ground. A separate starting gear is fitted for re-starting the engine under water. The machine is fitted with a power driven bollard.

Another interesting exhibit on the same stand is a 4-wheel driven 4-wheeler tractor having a wheelbase of only 7 ft. and a turning radius of 13 ft. This has a tractive effort of 4-tons. A 7-speed gearbox is fitted and hydraulic brakes operate on all four wheels.

A most ingenious arrangement on the new Karrier 10-ton "T.T." tractor and trailer permits part of the load to be borne by the tractor if desired, to increase the adhesion weight on the rear wheels. A pneumatic hoist on the tractor raises the forward end of the trailer. The tractor has a medium powered engine (26/40 h.p.) and an 8-speed gearbox.

Large Capacity 6-wheelers.

Turning now to the big 6-wheelers a fine example of a steamer is the Garrett, a rigid 6-wheeled undertype wagon. This firm originated the type more than three years ago and, since then, has supplied a large number. The quantity of repeat orders received is the best testimony to their satisfactory service.

A unique feature about Garrett design is the forward steering position of the driver which gives him a greatly improved view of the road. A point to note in connexion with the rear axle arrangement employed is the large mileage obtainable on a set of rear tyres. In actual practice users are obtaining anything from 30,000 to 40,000 miles.

Suitable for the maximum body lengths permissible is the new Dennis 12-ton rigid 6-wheeler, which incidentally is equipped with pneumatics. The engine is a 6-cylinder 45/100 h.p., and the normal dual axle layout has a third differential between the driving axles. The foot brake to all six wheels is assisted by dual vacuum servos and the hand brake operates on all four rear wheels. This model gives an uninterrupted loading area of 155 sq. ft. and is altogether a fine example of modern engineering practice.

The Leyland Hippo is a rigid 3-axle chassis capable of transporting 12-ton commercial loads or, alternatively, a 2,500 gallon tank or, again, when fitted with a

tipper body, 10 tons. The 6-cylinder engine develops 72 h.p. at 1,000 r.p.m.; there is a 4-speed gearbox and the large diameter brakes act on all 6 wheels. 40 in. by 8 in. high pressure tyres, twin on all the bogey wheels, are standardised.

With a view to providing the largest possible platform area the cab, accommodating a driver and two mates, is placed over the engine thus permitting a loading area of 22 ft. by 7 ft. 2 in.

The Biggest Loads of All.

The name of Scammell is synonymous with articulated 8 and 9-wheelers, and the carriage of loads up to 100 tons. The 8-wheeler embodies the patented Scammell carrier axle in which there are two axles in line across the vehicle, each axle carrying a pair of wheels and oscillating on longitudinal bearings, so that all four wheels follow the camber of the road. The system has met with tremendous success over the last two years and for heavy haulage on main roads it is undoubtedly the most efficient form of transport known.

It is instructive to note that the firm has supplied the same principle, with the addition of double axles for the driving unit and a duplicate set of axles for the carrier, to its vehicles capable of taking loads up to 100 tons. For these great weights the machines are made in two types, the first having 10 wheels for the transport of loads up to 65 tons, and the second having 14 wheels intended for loads up to 100 tons.

Quite recently an 85-ton low platform trailer wagon was specially designed and constructed by John Fowler and Co. of Leeds to carry some large pieces of electrical machinery. These particular pieces were outside the railway loading gauge and, therefore, had to be transported by road. The limit of height allowed on the platform was 2 ft. and as the ground clearance had to be as large as possible, no margin whatever was available. The girders forming the frame, therefore, were constructed with an initial camber of ¾ in. which would straighten out under the load. Every rivet on the top and under the well of the frame was countersunk. There were 10 wheels arranged in sets of 4 and brakes were fitted to the rear 8. The overall length of the trailer wagon was 72 ft.

FOR NATION.

Miss England's End.

PRESERVED INTACT.

The speedboat "Miss England," which won the world's championship at Miami last March, and recently won all the events at the International racing meeting at the Lido, has finished her racing career.

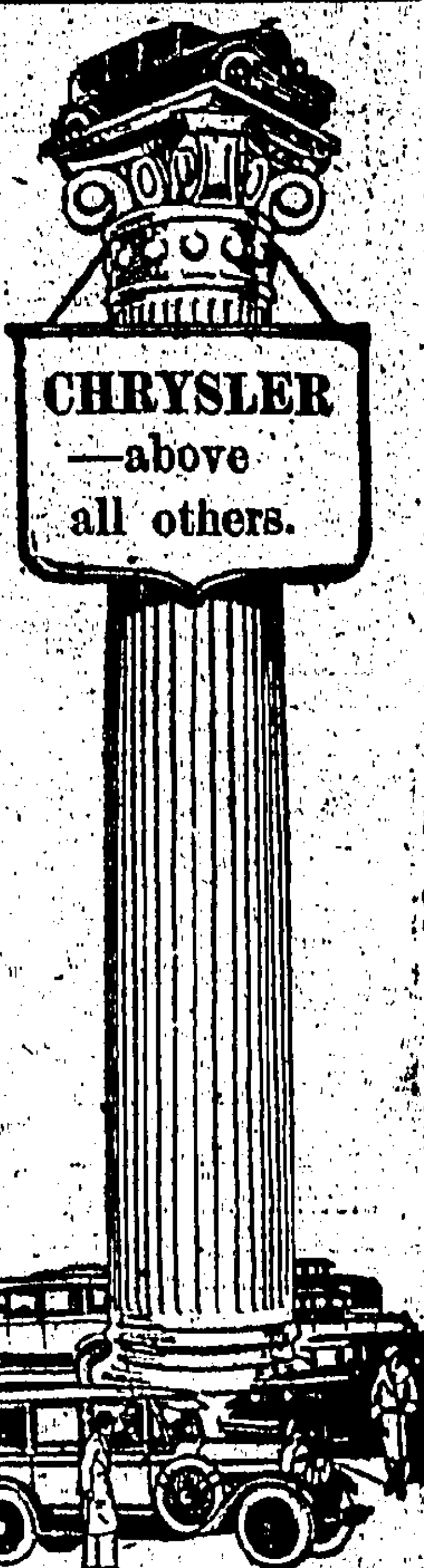
Sir Charles Wakefield has presented the craft to the nation, and it is expected that she will be placed in one of the national museums.

With Sir Henry Segrave as her pilot in all her successes, Miss England has proved a triumph of British engineering and naval architecture. In her short life she won more international events than any other craft ever built. She is a single seater, and of lower power than most of her

NICE LINES.



The cinema star, Connie Griffith posed as the model for this mascot.



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(Successors A. LUNG & Co. Auto Dept.)
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INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

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Lane, Crawford's NEW SCHEME



Buy a Used Car under our Guaranteed Re-Purchase Scheme.

We will guarantee to re-purchase, at owner's option, any Used Car bought from us and will pay back a definite percentage of the original price paid by the buyer; percentages as under:—

Period of use	3 Months	75%
"	" 4	71%
"	" 5	68%
"	" 6	65%

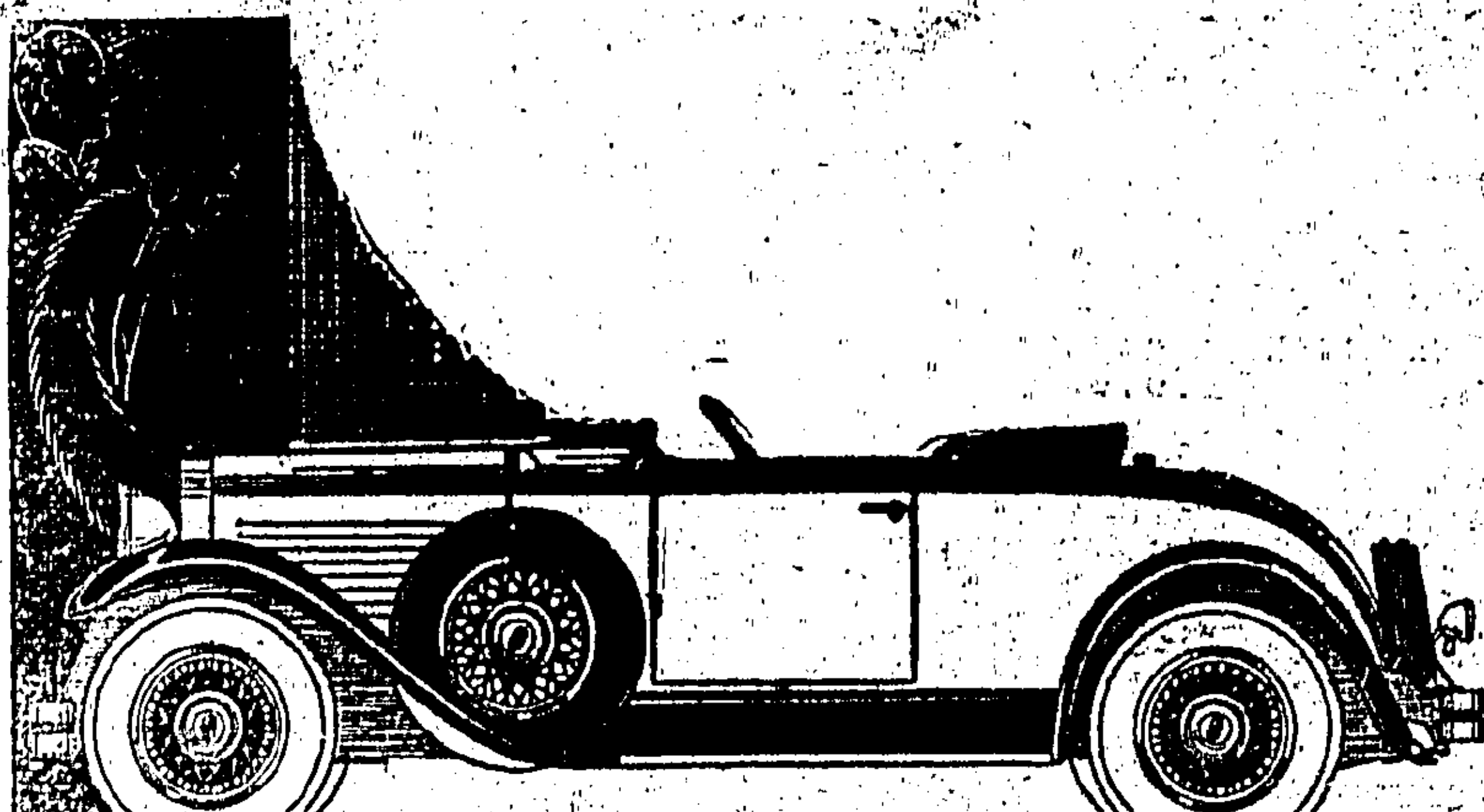
To any buyer wishing to use his car over a longer period we will give special quotations.

Reasons why this Re-purchase Scheme must appeal to you

1. There can be no doubt about the quality of our Cars when we are prepared to buy them back again.
2. A Fifteen Hundred Dollar Car costs you less than \$1.90 per day over the period of six months, and the Car is your own.
3. If you are going on leave in three or four months, you can drive your own car over that period, and even to the boat on the day you sail, without having any worry about re-selling.
4. When you arrive in England, we can arrange for you to have similar service, and can in fact have a car of any good English make waiting for you at the boat when you land.
5. We can supply you with used Cars in Hong Kong from \$500.

For Further particulars call or phone our Sales Department at Head Office.
Tel. C. 4579.

LANE, CRAWFORD, LTD.



TODAY'S SMARTEST ROADSTER

NASH engineers, one of America's most competent technical groups, designed and built the Nash "400" to be today's most modern, most efficient motor car. The "400" has two spark plugs of big aircraft type to each cylinder. These make higher compression practical, insuring quicker ignition, smoother acceleration, 22% more horsepower, 5 miles per hour greater speed, 3 miles extra from every gallon of fuel.

Outboard mounted hydraulic shock absorbers cushion every road. Centralized chassis lubrication oils 21 vital parts at a touch. A new steering mechanism provides the world's easiest driving control.

Everything from bumpers to tyre locks is included in the one price. There are no "extras" to buy other than spare tyres. Every Nash on the salesroom floor is ready for the road. Nash efficiency is clothed with Nash beauty. Here is a charm of colour, a grace of contour to delight the most critical eye.

And—because of great volume production—a car of truly moderate price—a luxury car without luxury's usual penalty.

WONG SIU WOON,

Sole agents for Hongkong and South China,
Telephone C. 1474. 21, Pottinger Street.
SERVICE STATION—76, Des Vaux Road Central.
Telephone C. 644.

NASH "400"

OUR SKILLED MECHANICS, UNDER EXPERT EUROPEAN SUPERVISION—CAN PUT YOUR CAR RIGHT!
Tel. C. 3193

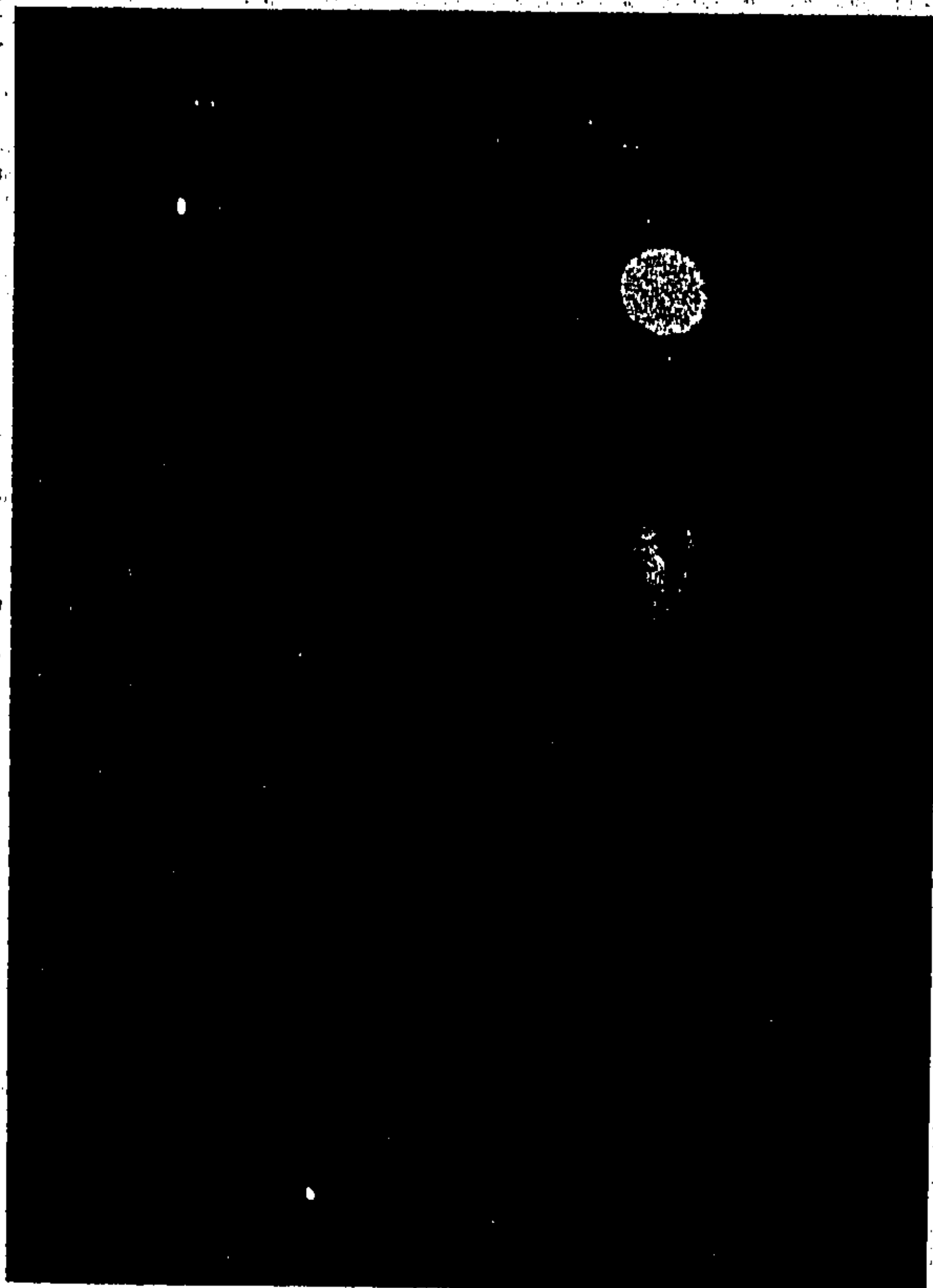
MAIN SERVICE STATION 10, CROSS LANE WANCHAI
LANE, CRAWFORD, Ltd.

Hongkong Telegraph.

Pictorial Supplement

January. 18th. 1930.

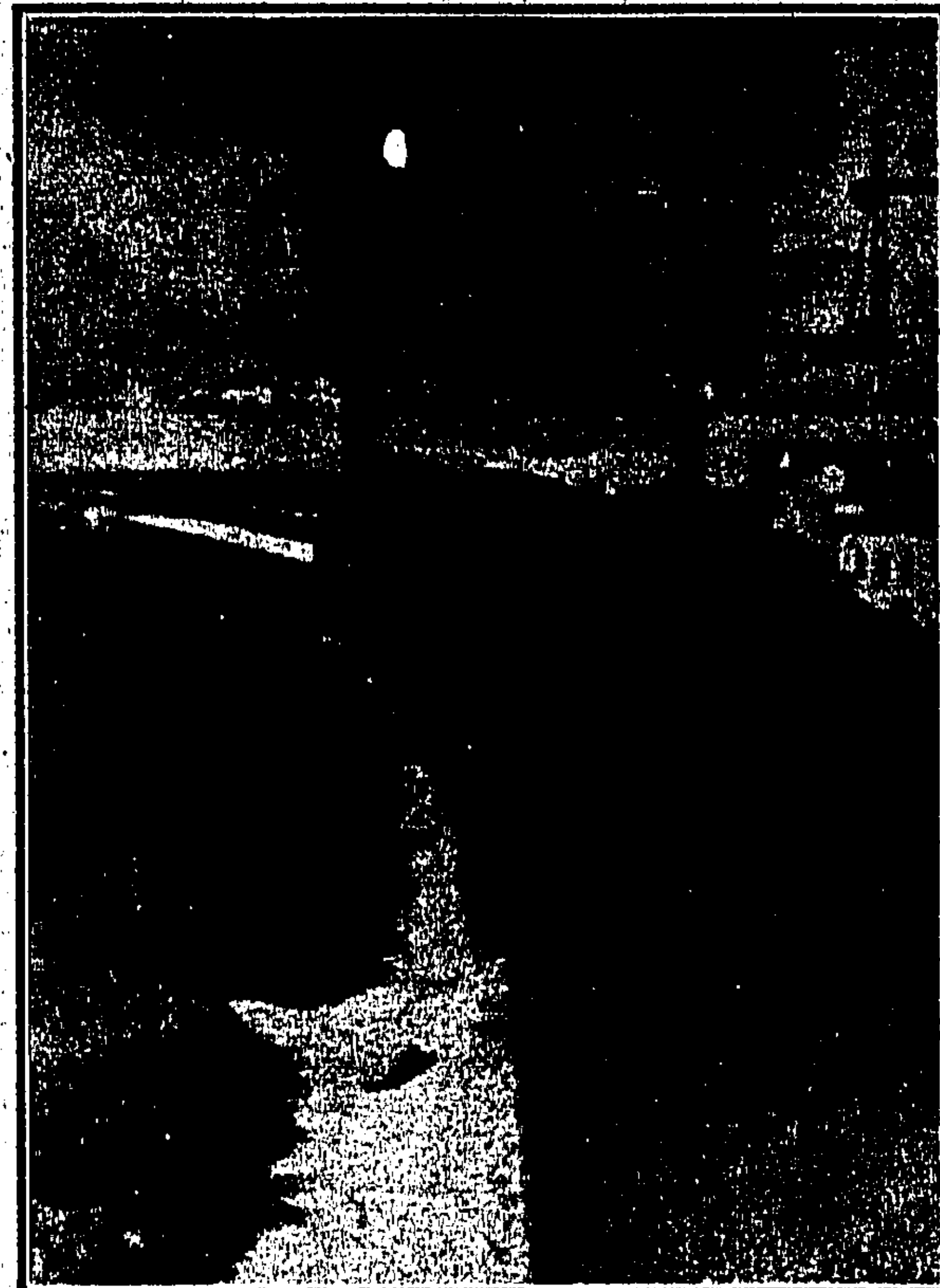
Readers are invited to send photographs of local interest for reproduction in this Supplement.



Mr. A. A. Rumfah's "Romance," which won for him the honour of the best picture in the Members' Section of the Hongkong University Amateur Photographic Club's exhibition recently.



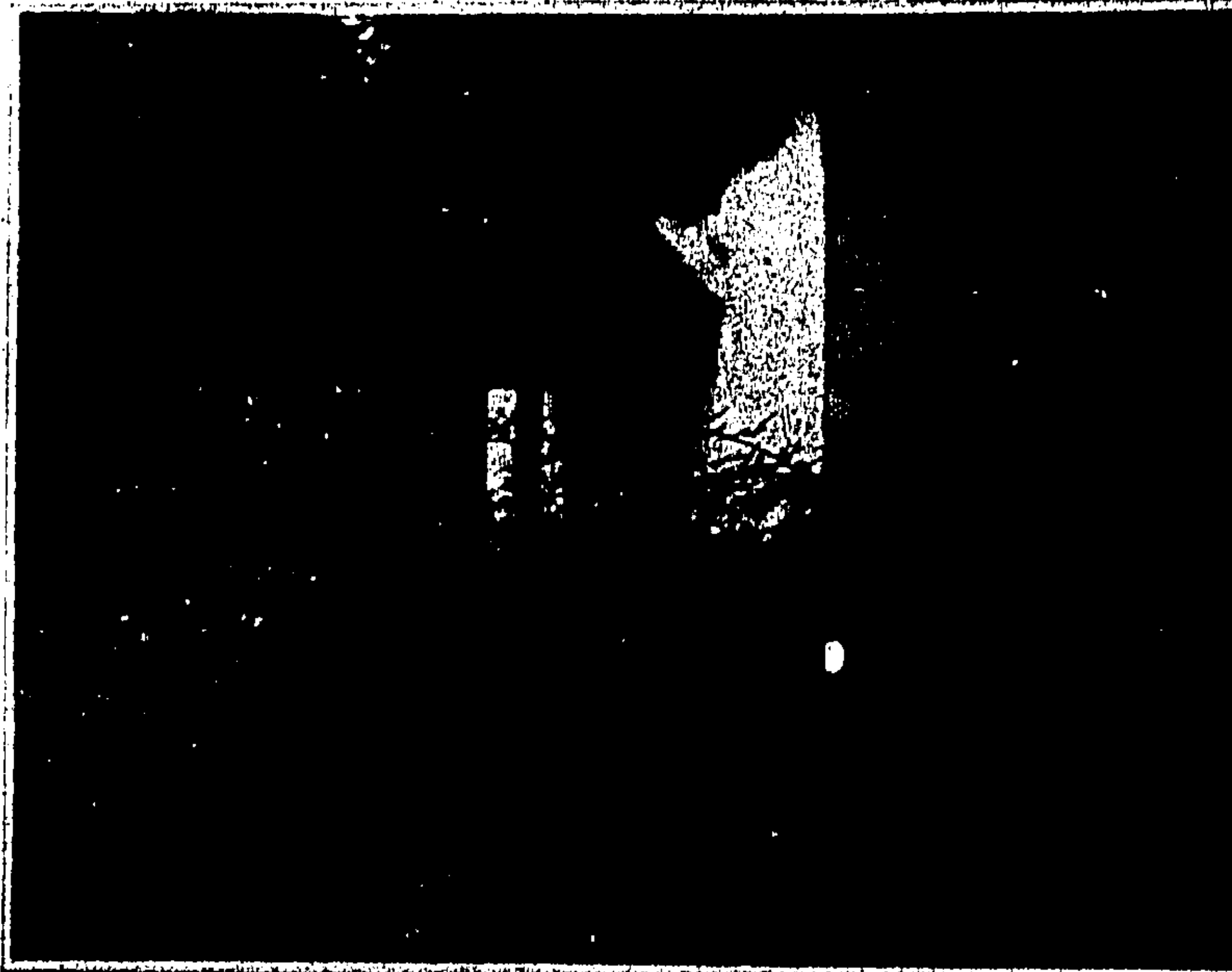
"Morn Dew," an effective study which was awarded second prize in the Pictorial Section of the University photographic exhibition, open to amateurs.



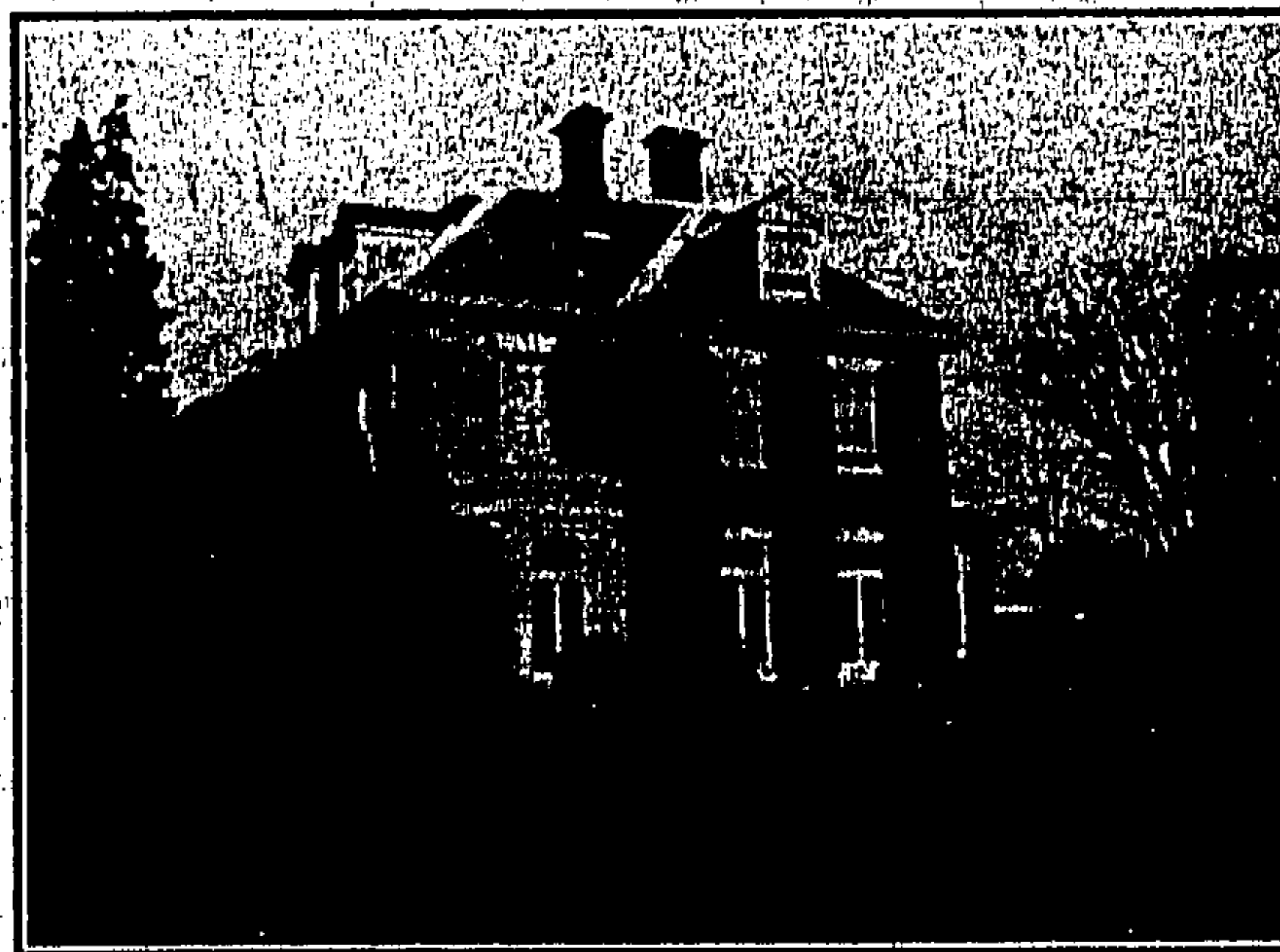
"Outward Bound," showing the Kowloon-Canton express departing, is the title of this picture which won first prize in the Members' Section at the recent Hongkong University photographic exhibition.



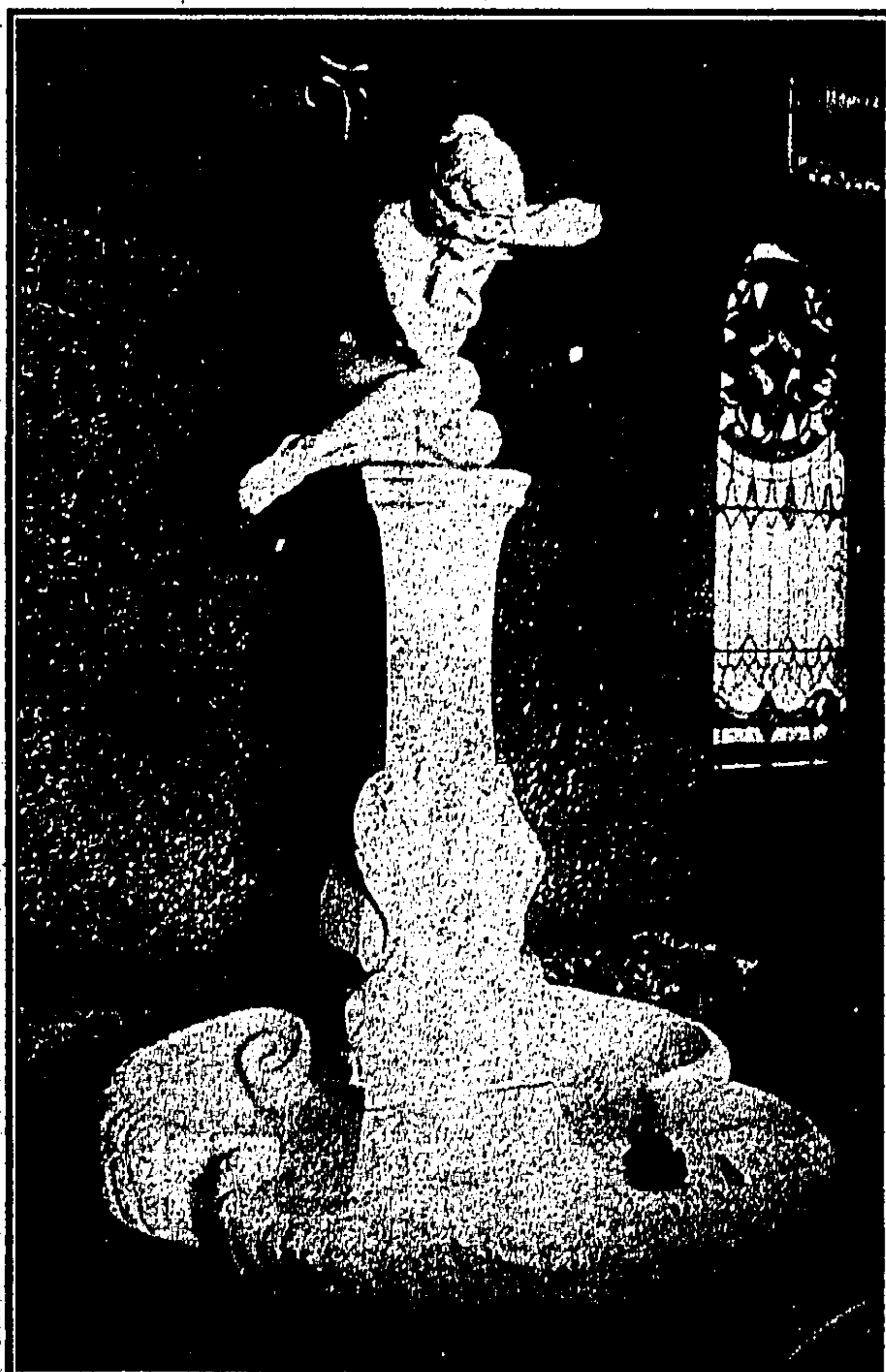
The English Singers, who have gained a big reputation in all parts of the world for their part-singing of madrigals, folksongs, etc. They are to appear in Hongkong on February 14th.



Mr. Midori Hara's "Autumnal Ray," which was adjudged the best picture in the open competition at the Hongkong University amateur photographic exhibition.



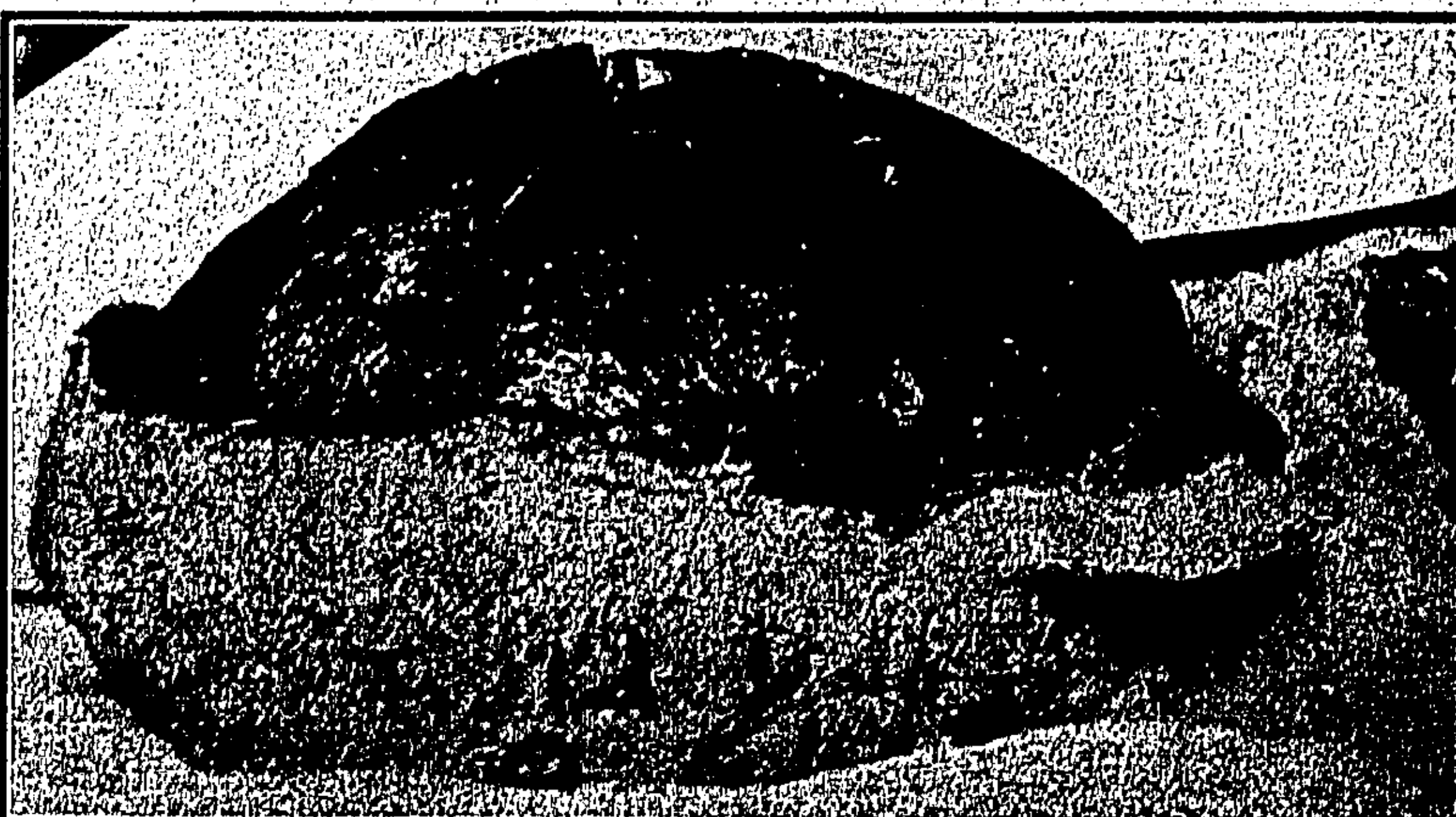
Woodleigh Preparatory School, situate at Hossle, Yorkshire, which specialises in the preparation of boys from six to fourteen years for the Public Schools. Mr. A. R. England, M.A., LL.B., formerly of the Malayan Education Service, is the Headmaster. Special attention is given to boys from the East.



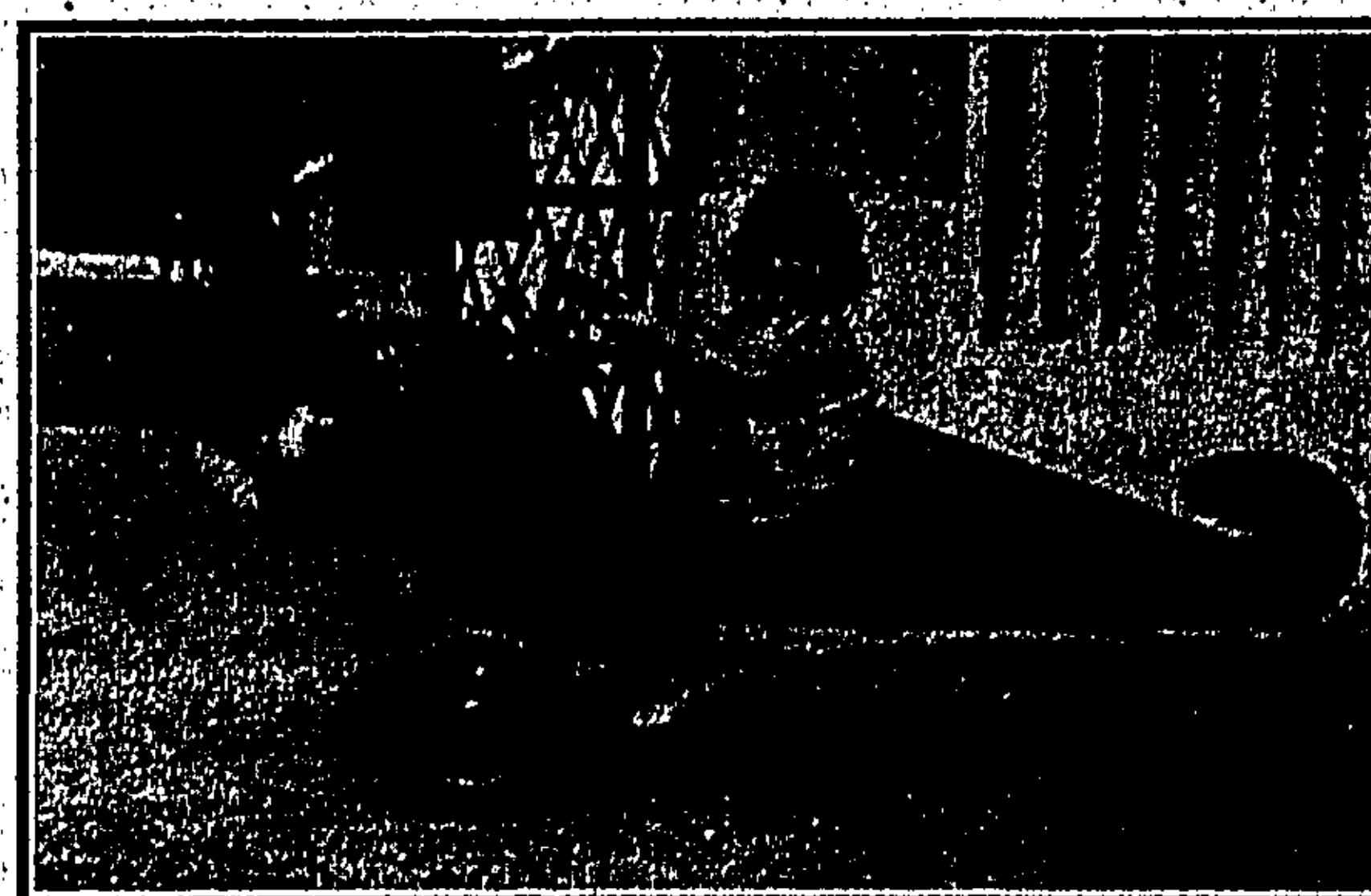
"Surprise," one of beautiful pieces of marble statuary by Raoul Bigazzi, of Florence, which Messrs. C. E. Warren and Co. have for disposal.



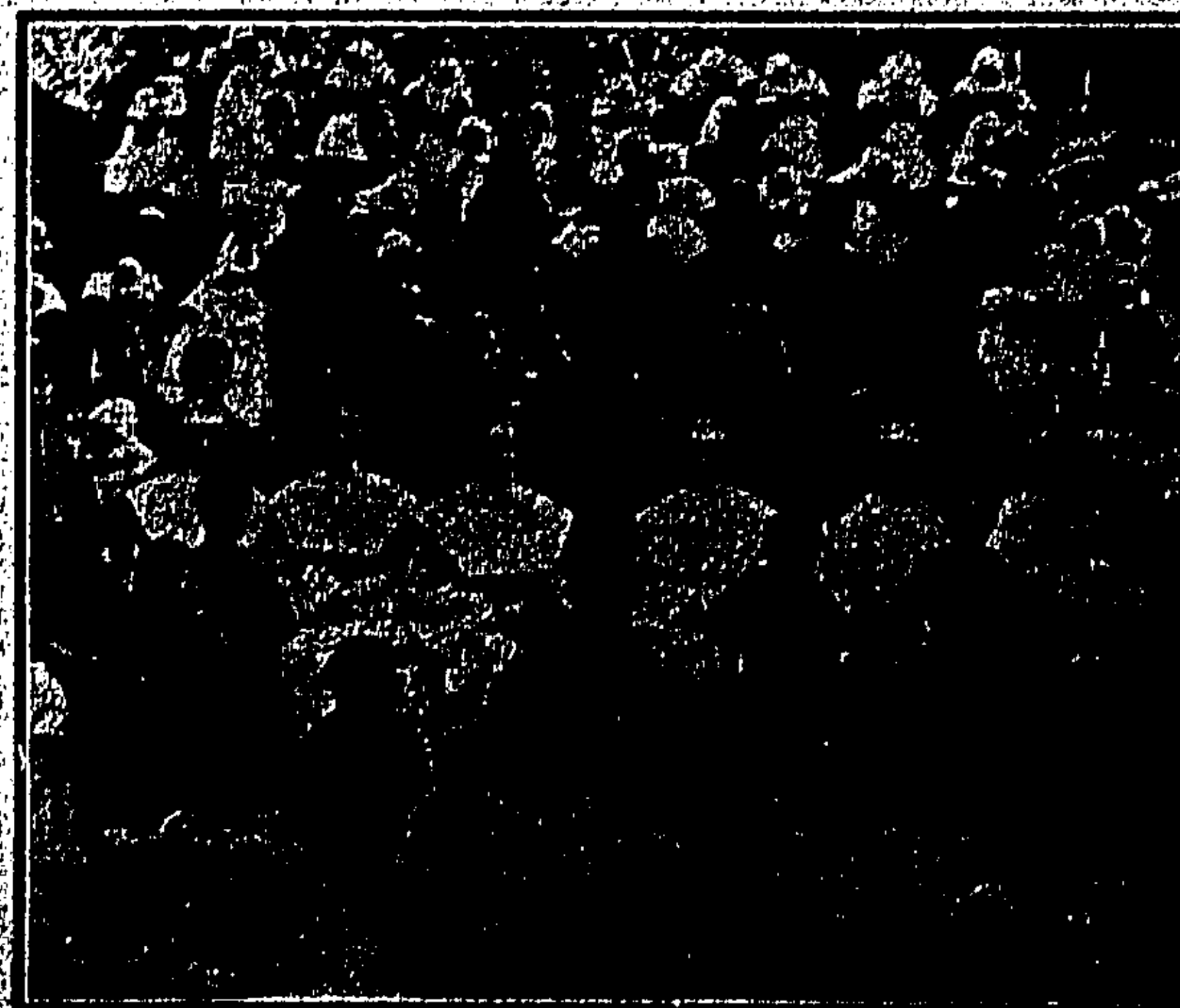
Bridal group taken after the recent wedding of Mr. Chao Man-chen and Miss Ng Tak-yuen. (Photo: Ming Yuen Studio).



Here is seen the skull of the recently found Sinanthropus (Pithecanthropus). The lower half of the picture shows the field wrappings. This skull shows similarity with that of Pithecanthropus (Java man). It differs in the greater fullness of the frontal and parietal regions. Some details of the discovery will be found elsewhere in this issue.

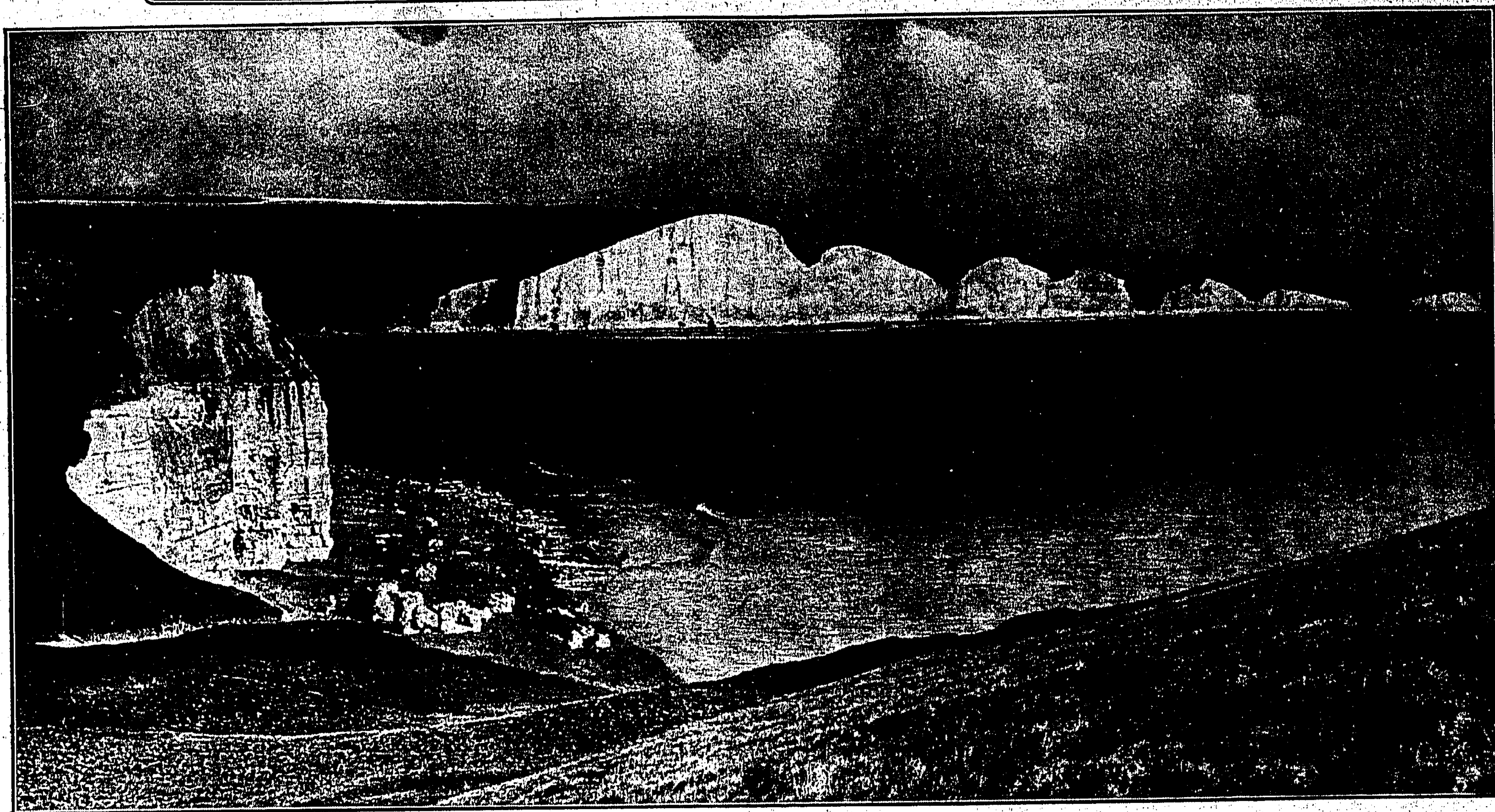


Little Jill Lawrence, the daughter of Mr. and Mrs. F. E. Lawrence, is here shown with the aeroplane which she won in the raffle held at the K.C.C. children's sports on New Year's Day.



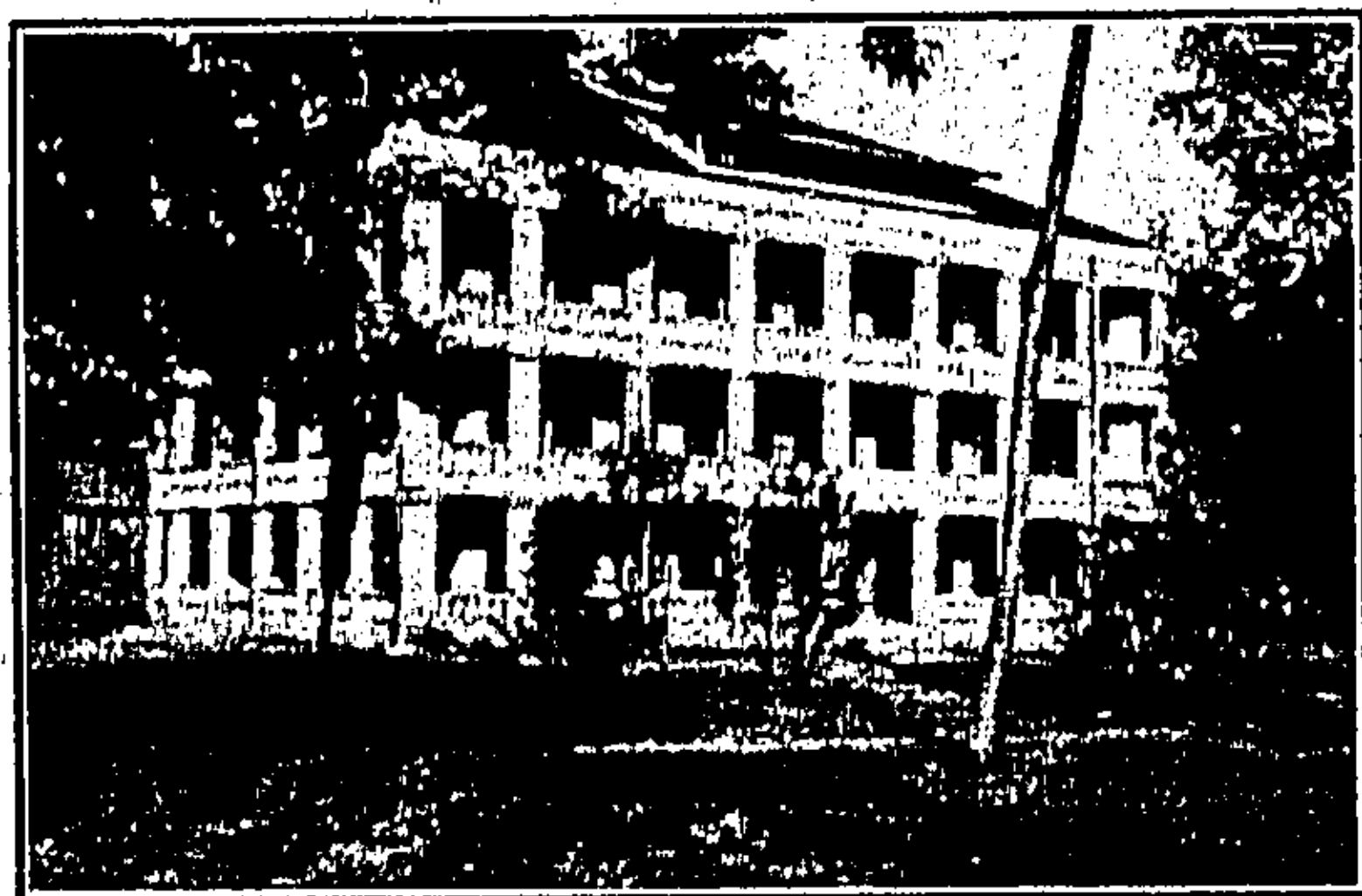
This picture shows some of the Missionary Sisters of the Immaculate Conception in Canton, with little orphans and orphans which they have taken under their care.

THE SEVEN SISTERS: SCHEME TO PRESERVE SUSSEX DOWNLAND.



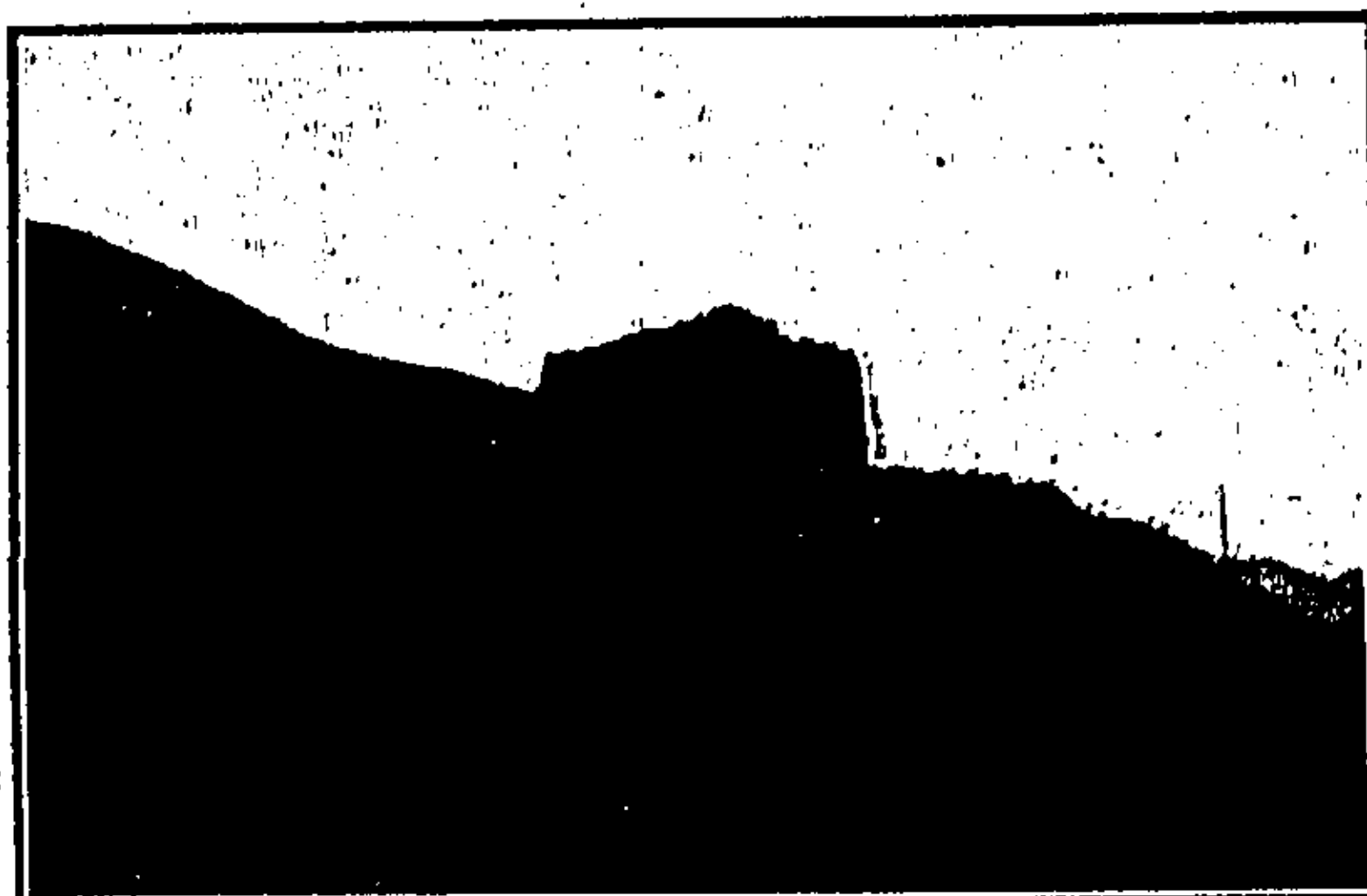
On the strength of promises and options obtained, the National Trust are appealing for £25,000 to enable them to secure from disfigurement about 2,000 acres of downland stretching along the seven miles of coast between Seaford and Eastbourne, and including the whole of the Cuckmere valley from Birling Gap to Littleington. Six of the Seven Sisters cliffs will be secured, and negotiations will be continued for obtaining the seventh. Our picture shows the Seven Sisters from Hope Cove. Cuckmere Haven is on the left and Birling Gap on the right. (Times copyright).

MODERN SCHOOL IN KWANGSI.



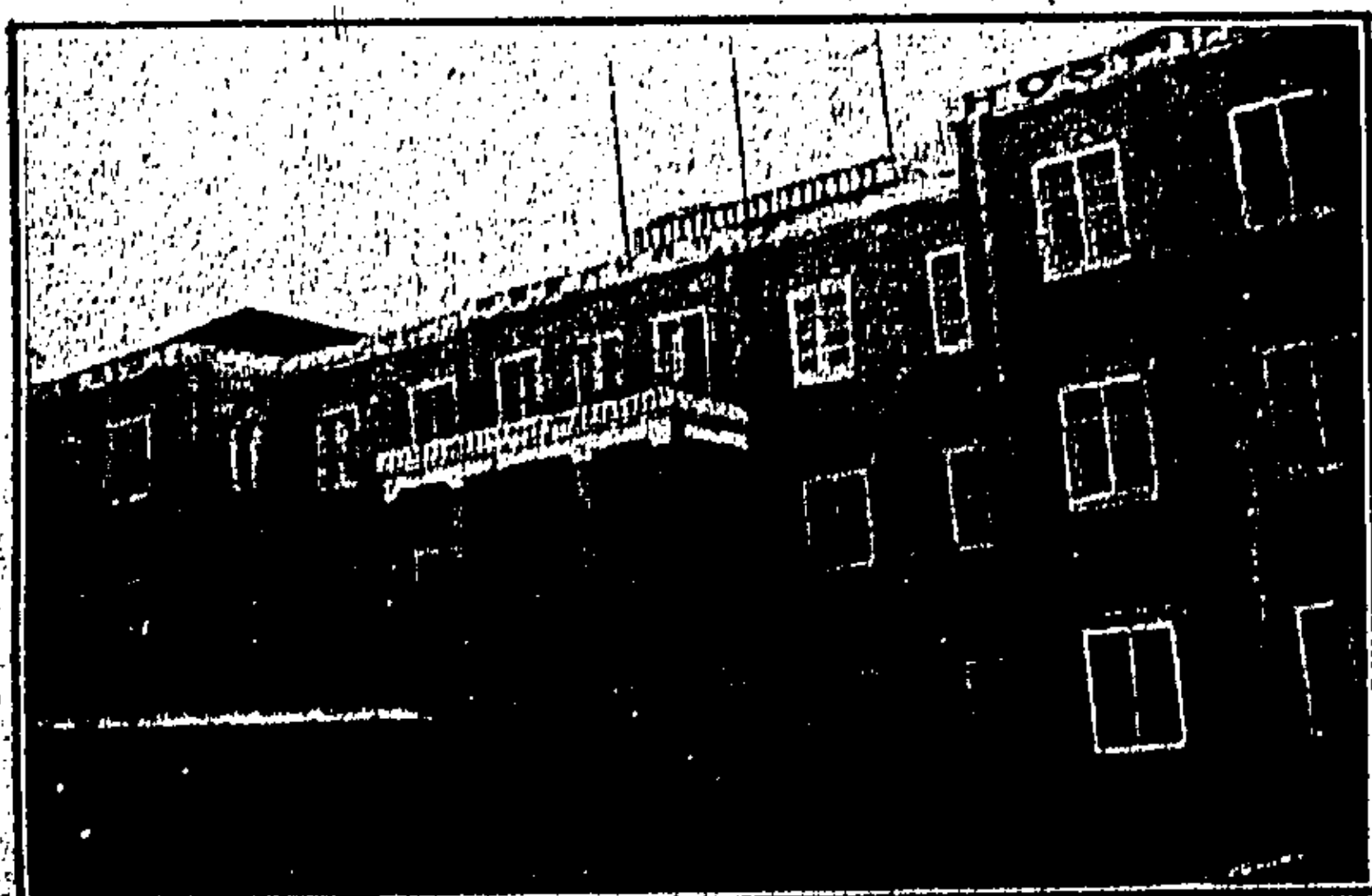
The Pei Chen Girl's Boarding School of the American Southern Baptist Mission, at Kweilin, Kwangsi Province. The photograph shows the fine modern building in which the school is housed.

AN OLD CHINESE FORTRESS.



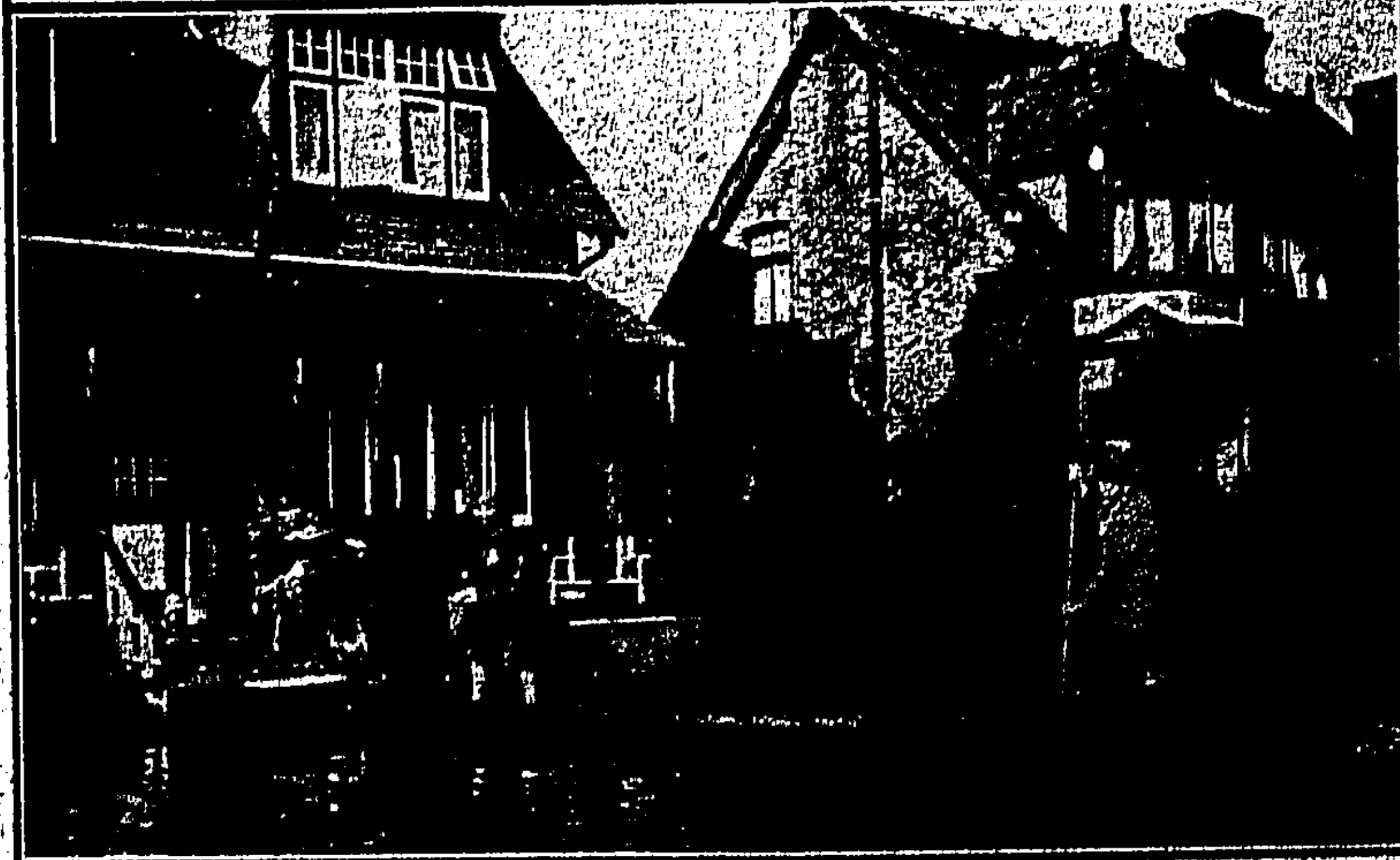
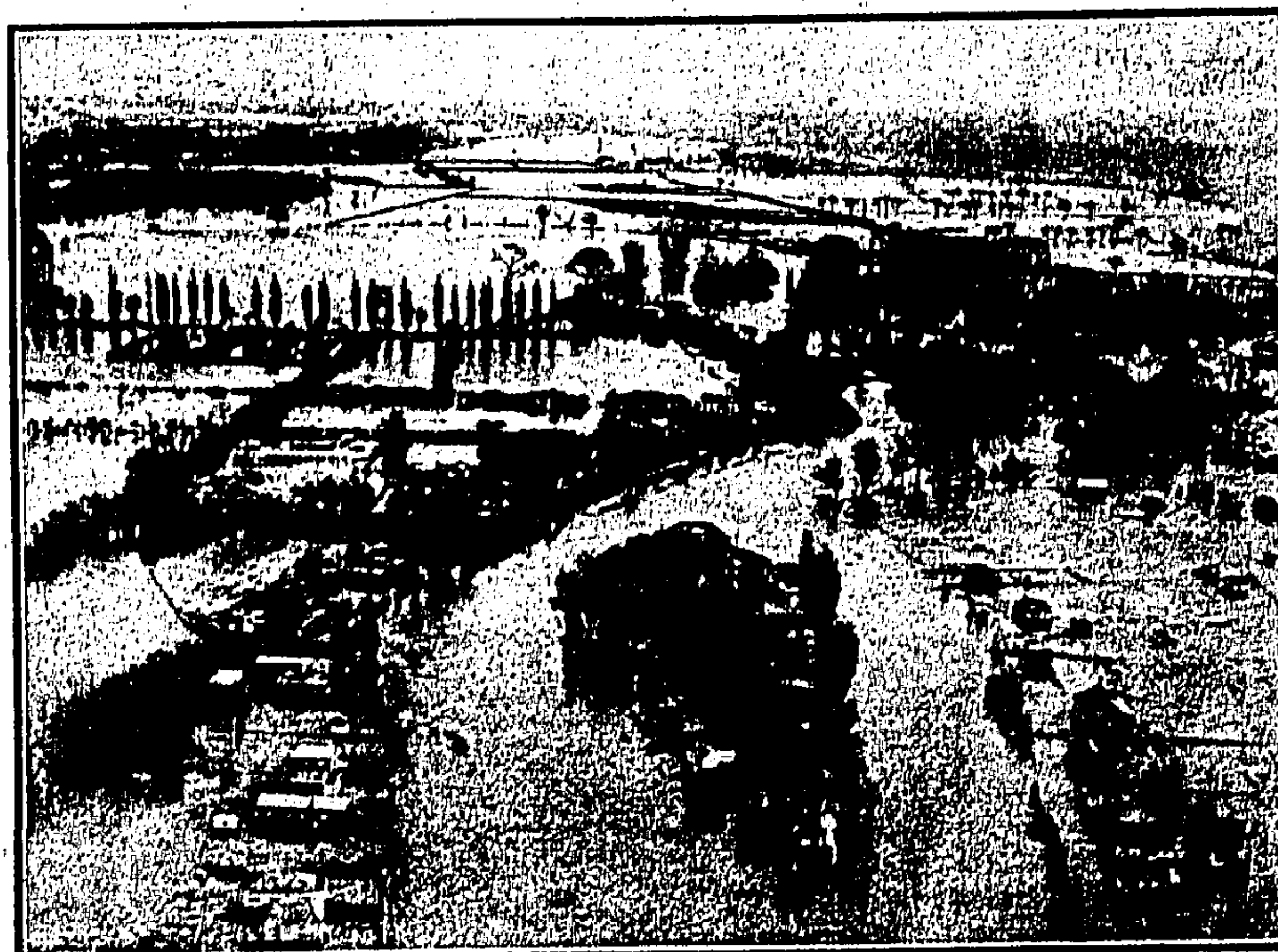
Remains of an old castle on the hillside near the Bank of the Fuh River, Kwangsi Province. It is said that this old fortress was used by the military in olden times as protection against bands of marauding bandits.

BAPTIST MISSIONARY HOSPITAL.



The above photograph shows the Kweilin Baptist Hospital owned by the American Southern Baptist Mission, at Kweilin, Kwangsi Province.

THAMES FLOOD SCENES.



Pictures show scenes during the recent flooding of the Thames Valley. Top is an aerial photograph taken near Weybridge, which graphically illustrates the extent to which the river rose. Below, Maidenhead residents are seen returning from shopping by punt. (Photos: Central News).



Be
Ready
for the
Winter

MORNINGS and evenings are chill and damp. The dreary days of drizzle, fog and gloom are approaching. These damp, dreary days bring colds, coughs and more serious illnesses in their train. Are you ready for them? Is your health built up so that you are fully protected against the ailments that they bring.

'Ovaltine' is your sure protection. Prepared from milk, malt, eggs and cocoa, it contains every factor and element essential to health in correctly balanced proportion, and in an easily digested form.

Make 'Ovaltine' your daily beverage in place of tea, coffee, etc., at and between meals. Then you can face this weather with abundant strength and vigour to resist all ills.

'Ovaltine' is the most economical as well as the most perfect form of nourishment in the world. Nothing could be added or altered which would possibly improve it in any respect.

OVALTINE
Builds up Brain, Nerve and Body

1/2

STYLES FOR THE NEW YEAR

Waistlines, skirtlines, headlines and outlines indicate that 1930 will see the fashion revolt carried to still greater extremes in dress design

THE year 1930 is bound to be an important year sartorially—probably the most revolutionary in the last decade.

Confusion has been the keynote of 1929—the confusion resulting from a complete change of line and a muddled psychological adjustment to the new modes.

Women are wearing the longer skirts and the higher waistlines without the conviction and the poise they evidenced in the more abbreviated modes. The coming year should find them oriented to the new lines, and should bring the perfection that this season has lacked, in spite of much that was new and striking.

While certain women of discernment and vision have achieved great distinction during the past year, the majority has been bewildered and confused. The result has been bad.

It is definitely established that the longer skirt has triumphed all along the fashion front. Skirts for day and for sports are well below the knee, those for afternoon are longer, and those for evening are usually trained. Otherwise they are close to the floor, at least in the back.

Millinery is definitely off the face and on the neck, no matter how you like it. There are women who cling to brims, and some of the houses are making hats with brims, but they do not pretend they are the latest models.

WAISTLINES are definitely higher, and every woman who has one is emphasizing it. It is the youthful note in clothes. However, the woman who has the spare tire around her waistline is trying to disguise it by the bolero line, or a sophisticated cut which allows her a line at the hip as well as at the waistline.

The old, untrimmed neckline is completely passe. The new frocks all make a gesture toward femininity at the neck—a lingerie touch, a very feminine scarf or bow, or a yoke encrusted with lace or embroidery.

Sleeves are very important from the standpoint of decoration. The plain long sleeve has been discarded, or else trimmed up with bows, but the more advanced has puffs, shirring, or unique decoration somewhere. The shoulder cap and the elbow-length sleeve are becoming more insistent, and are threatening the popularity of the sleeveless frock.

Coats have been one of the most difficult winter problems, because they did not seem to agree in spirit with the gowns, and have not been able to get together on any policy. However, the models for spring are infinitely more harmonious. An important item is the cape in all lengths and variations that is featured on the long and short coat alike.

Most of the long coats are definitely high-waisted and belted, although the princess line still prevails. Skirts on the longer coats are much wider, but the added width is more gracefully distributed and there are new ways of introducing flared lines. The straight-line coat has seen its best days.

For evening, the short wrap seems definitely established. With the long, flowing skirts, it is more harmonious, though it is hard to get used to and must be worn carefully.

FASHIONS obviously are trying to regain some of the lost charm of the candle-light, song-

at-twilight period, when women had low and gentle voices and wore powdered wigs. Incidentally, the lengthened skirts and trains and added feminine ornamentation are having a quieting effect on woman's nature. Her manners are growing more careful in order to conform with her attire. Legs that were part of the picture when they were crossed under an abbreviated skirt are distinctly at fault when a train sweeps away from them.

A woman may be her own age now and be charming instead of masquerading in the costumes which were designed for youth. While hair and gray hair find an appropriate setting and need not apologize. Youth does not suffer, either.

The slender silhouette continues to be in demand more than ever for the fitted gowns demand it. In brief, one might say, that women are now "dressing up."

With the coming of graceful clothes a newer physical grace must be developed. Clothes make the woman, it is said, and the new styles are proving that they at least have something to do in influencing her. Graciousness, as well as gracefulness, is in demand now, too.

I. THIS is the typical evening gown of the moment, created by St. Claire, of plain white georgette, with the molded waistline, the graceful fullness of the skirt, the slight train and the graceful shoulder tie, worn with a stunning wrap of silver lame, amply bordered with white fox.

II. A SMART note in the sports mode is sounded by Mag-Helly in this ensemble of brown "granulated material" featuring a detachable cape as well as a short coat. The blouse is of yellow crepe de chine trimmed with contrasting bands in brown and beige. The higher waistline is emphasized by the belt and the smart, accent of the buttons.

III. FROM Bernard and Cie comes this smart coat which is developed in dark blue wool and trimmed with gray astrakhan fur. It features the cape and the novel cuff treatment, and emphasizes fine, faultless tailoring.

IV. A CHAPEAU that is smart, and yet not too trying, and that gets its chic without too much severity is this model from Florence Walton, which comes in light and dark gray felt, using the lighter and more flattering tone around the face. It is a model that may be worn appropriately for sport or with the tailleur or with the day frock that is conservative in skirt treatment.

V. AN afternoon frock that is informal and youthful is this model created by Bernard and Cie, developed in black and yellow checked moire, with a daring touch of black and red cire ribbon at the collar and a lingerie vest of beige lace. Essentially French is the fine cutting at the neckline and the flounce.

VI. THE typical short evening coat is shown in this white ensemble from Philippe and Gaston, combining a chiffon dress with an uneven hemline with a white satin coat banded with mink.



I. Mesdemoiselles de Saint-Clair present this evening gown of white georgette, with molded waistline and full skirt. . . . It is worn with a silver lame wrap.



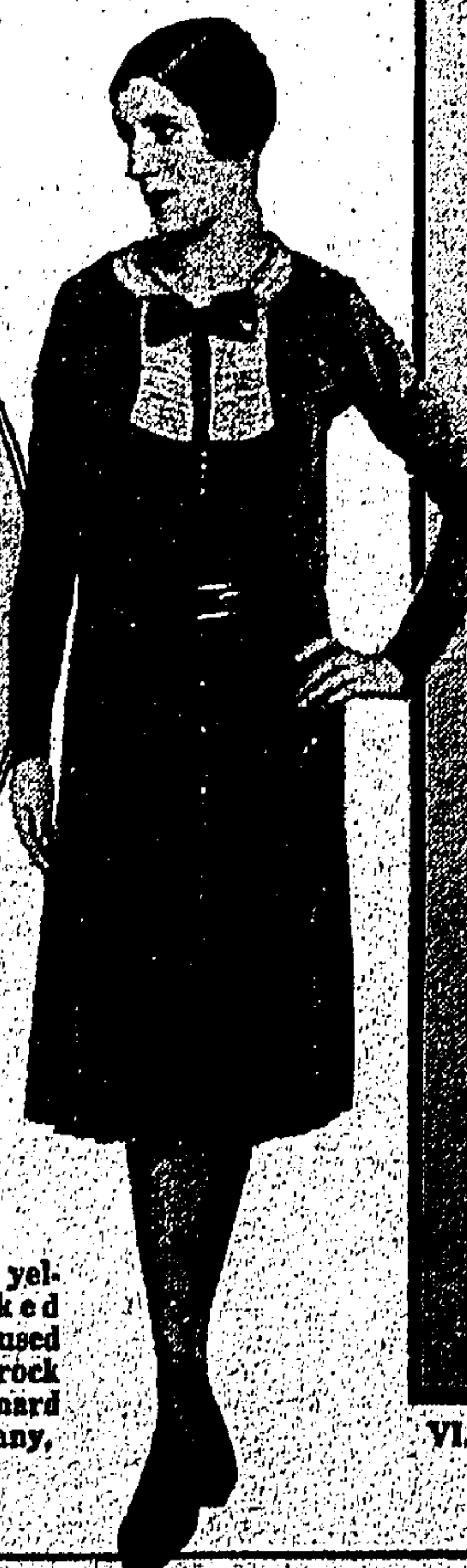
II. This mid-season ensemble from Mag-Helly features a cape effect on the jacket . . . brown granulated material is used.



III. A short cape appears on this dark blue wool coat by Bernard and Company.



IV. Florence Walton chooses felt for this shape.



V. Black and yellow checked moire are used in this frock from Bernard and Company.



VI. This white satin ensemble from Philippe and Gaston features a chiffon dress and the typical short evening coat.

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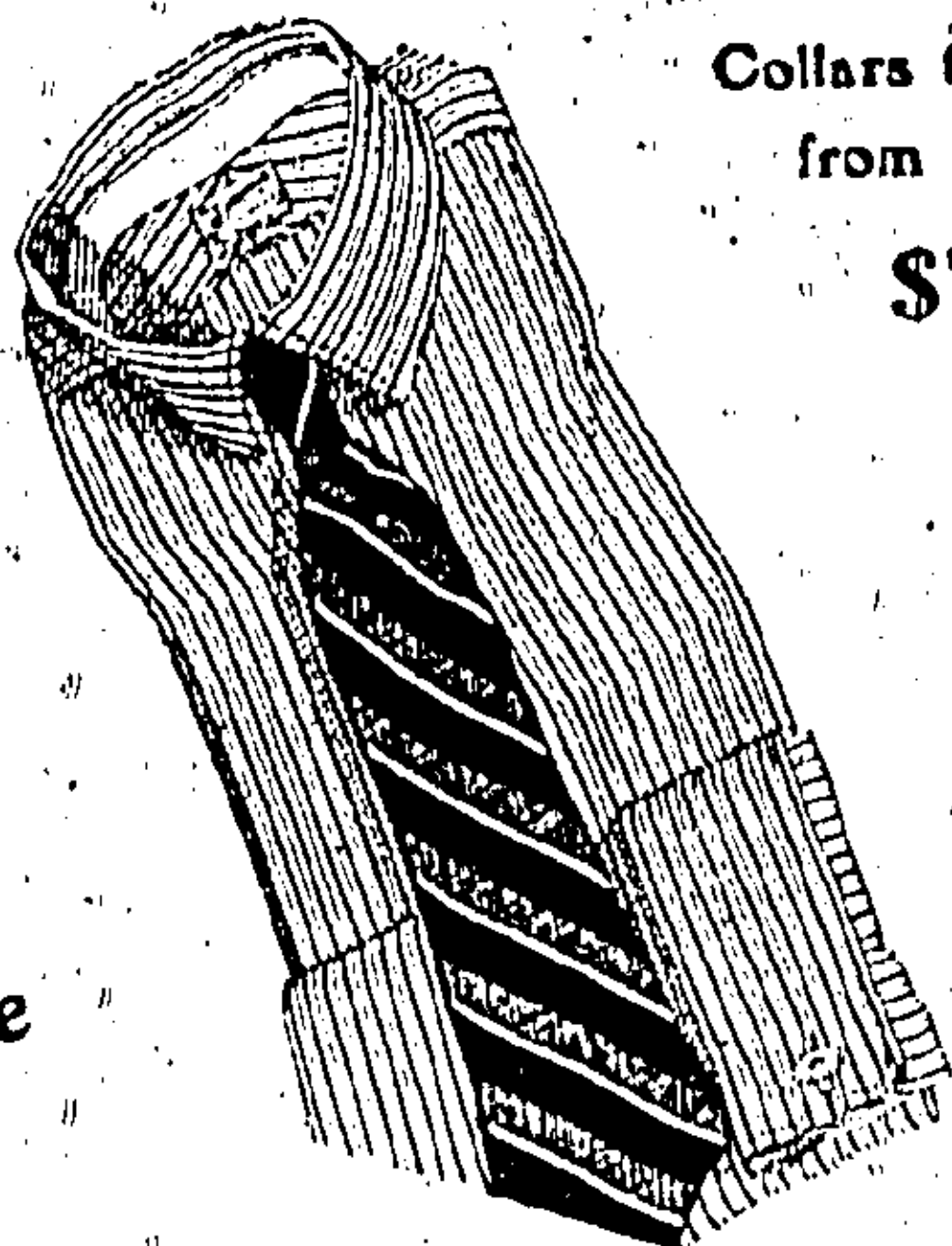
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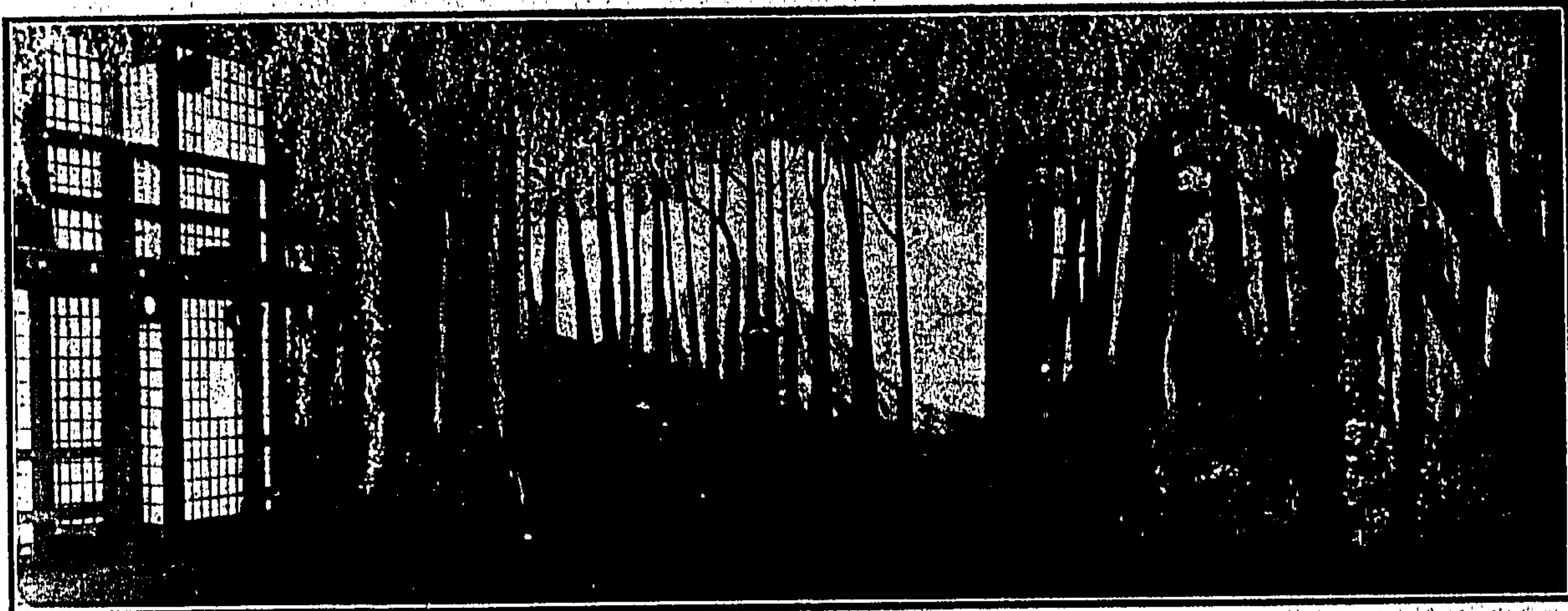
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from
\$7.50



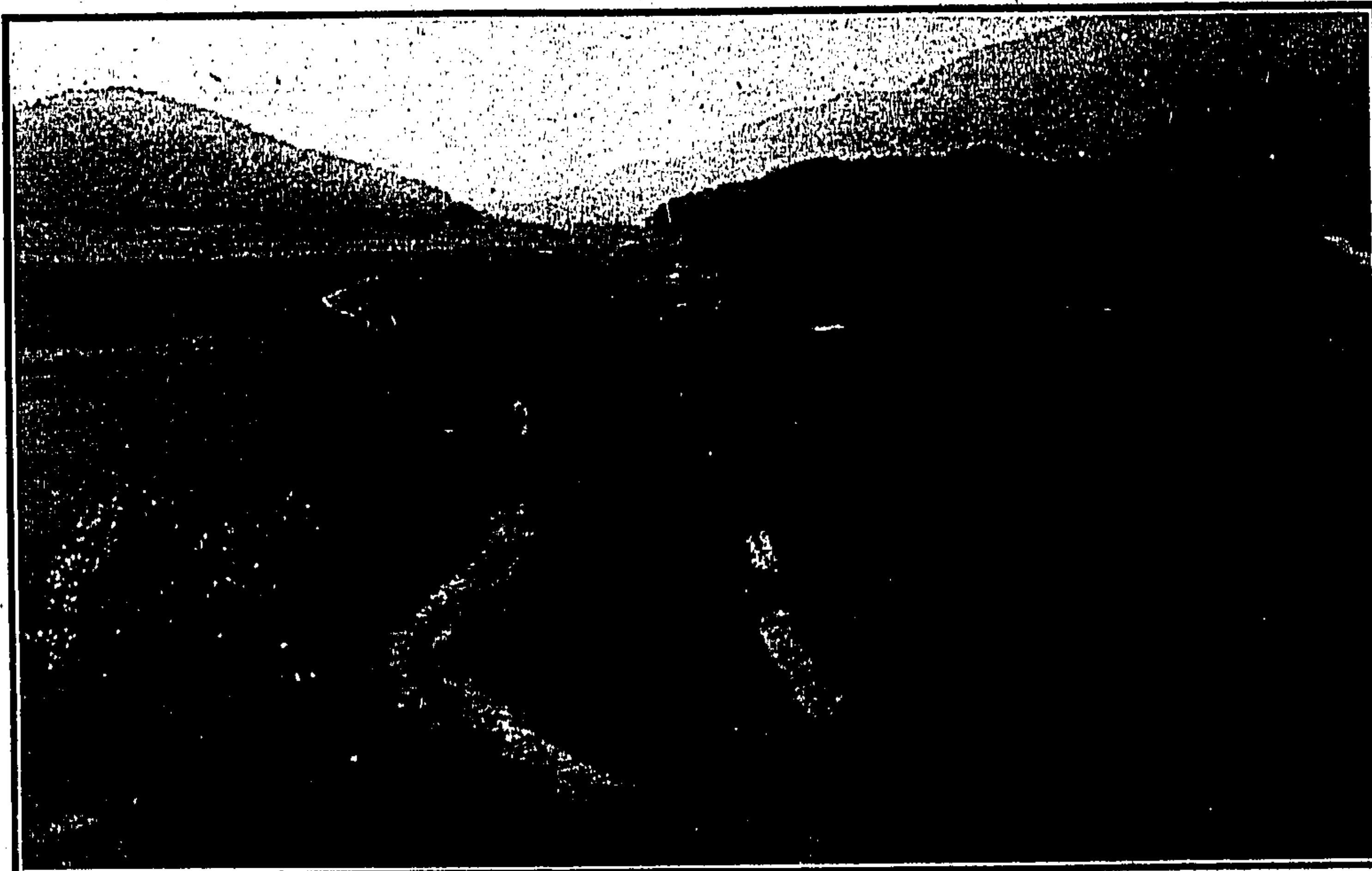
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So completely do they express to-day's tendency
towards quiet but definite designs, that Summit
Shirts rank as the most notable interpretation of
approved styles for 1930.

Mackintosh's



On left is seen "The Tea House of Ten Thousand Joys," as it appeared in the Philharmonic Society's recent production of "The Geisha." The scene was designed and built under the direction of Mr. W. A. Cornell, A.R.I.B.A. (Photo: Ming Yuen Studio).



Fanling golf course is recognised as one of the finest, if not the best, in the Far East. The above picture shows part of the old course, taken from the Half Way House. (Photo: Mee Cheung).



The "Ovaltine" demonstration girls, who have recently been serving this well-known beverage at Lane, Crawford's Restaurant.



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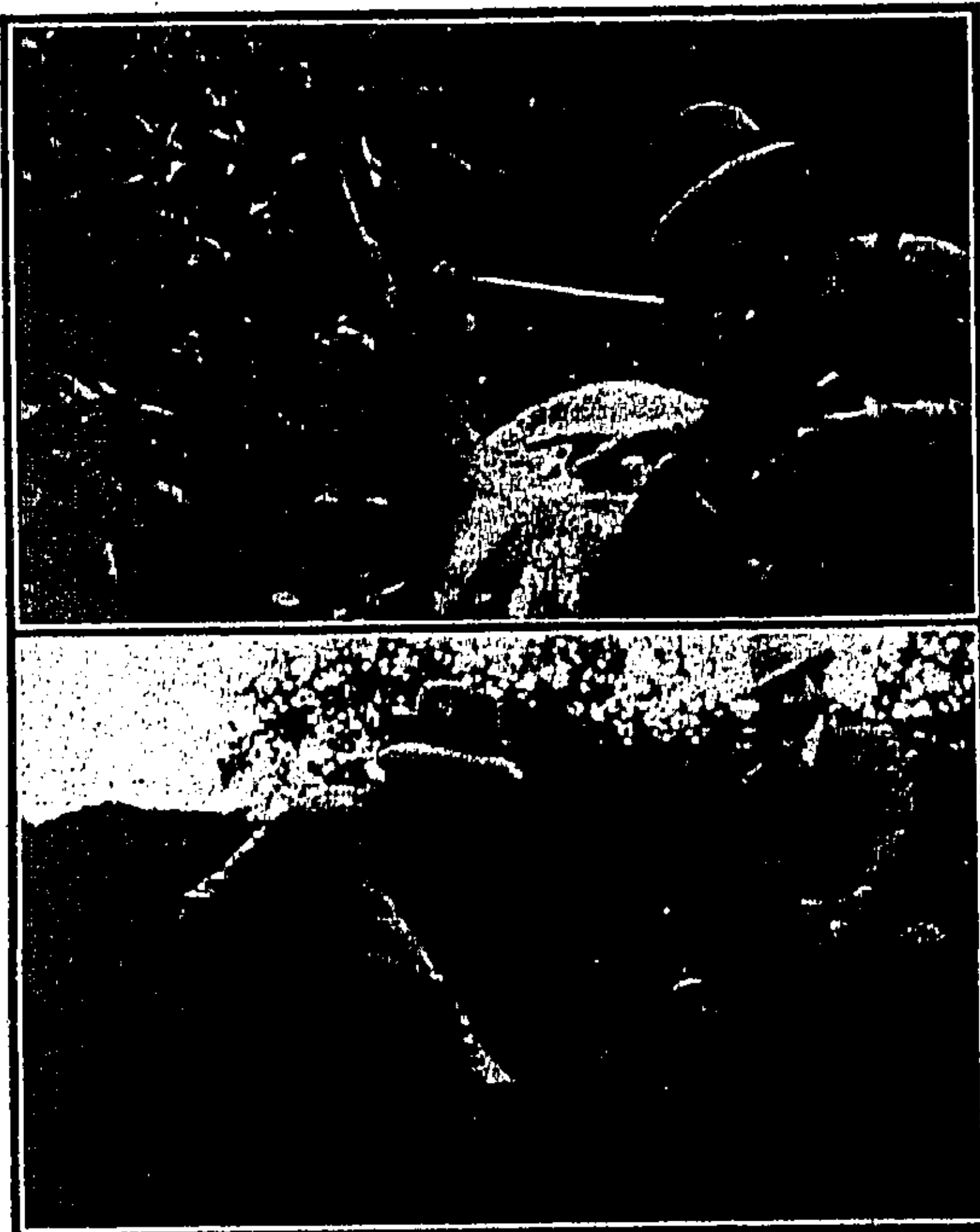


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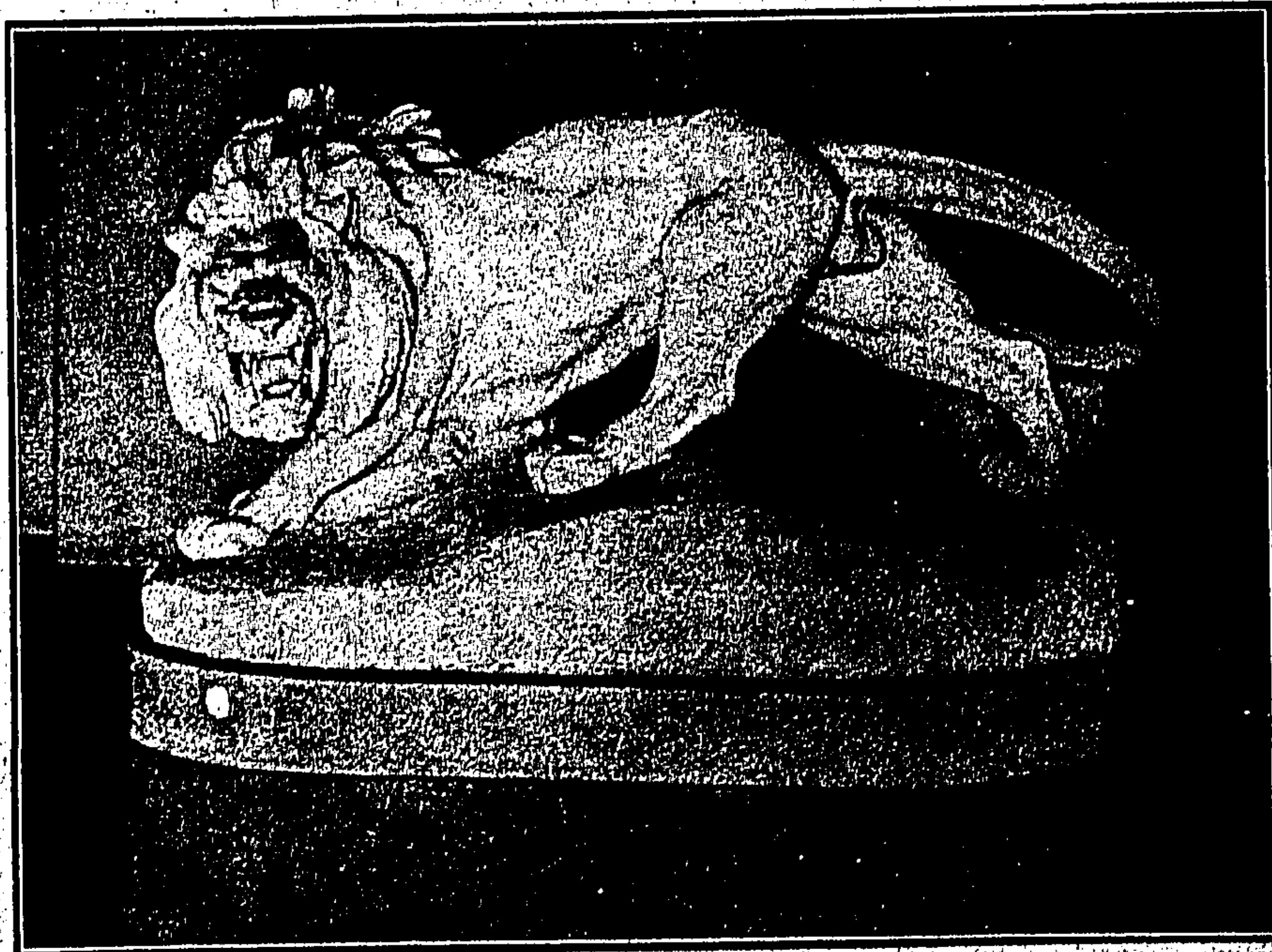
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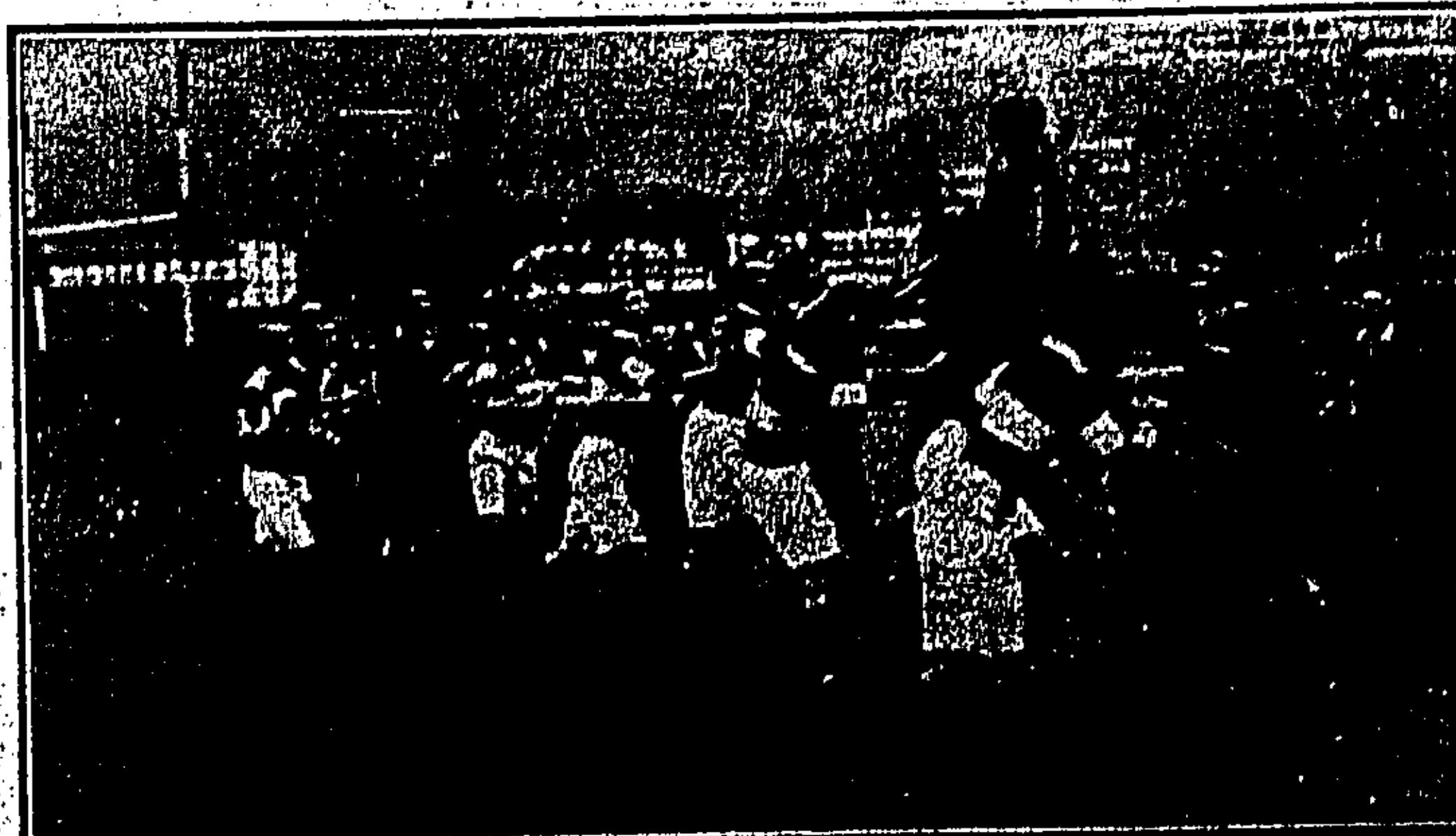
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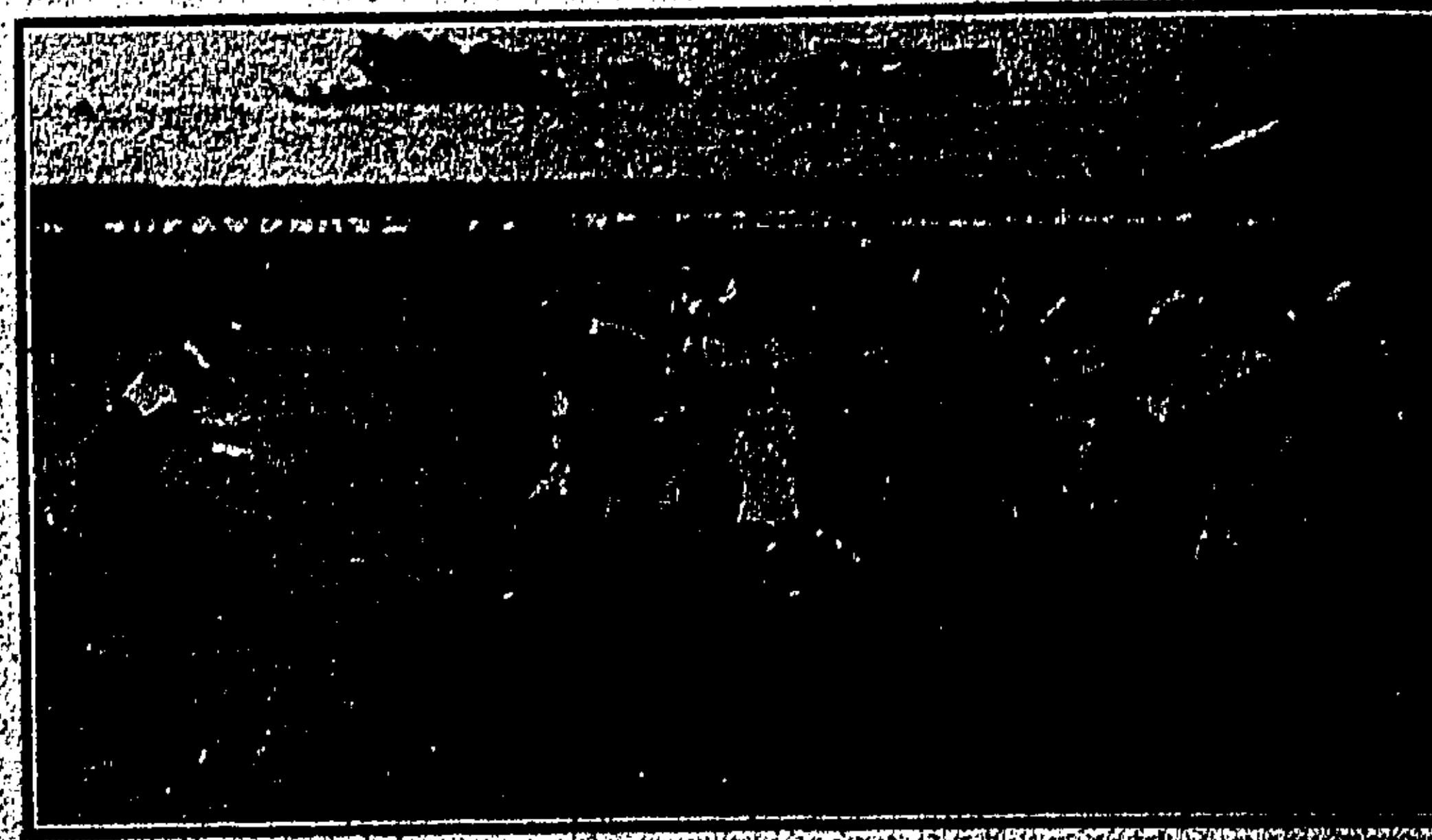
These photos show Sergts. Miller and Scott, of the Hongkong Police, with the body of a cow believed to have been mauled by a tiger at Fung Yuen village, near Taiipo. The marks left by the beast are being pointed out. The photos are by Mr. W. G. Harrison.



This magnificent work of art, which has been on display at the Peninsula Hotel, is the work of Professor Vanetti, of the Artistic Ateliers, one of Italy's best sculptors. It is for disposal by Messrs. C. E. Warren and Company.



The above snapshots were taken during the Rugby match last Saturday, in which the Navy defeated the Army by seven points to three. It was a thrilling game, much enjoyed by the spectators present. (Photos: Mee Cheung)



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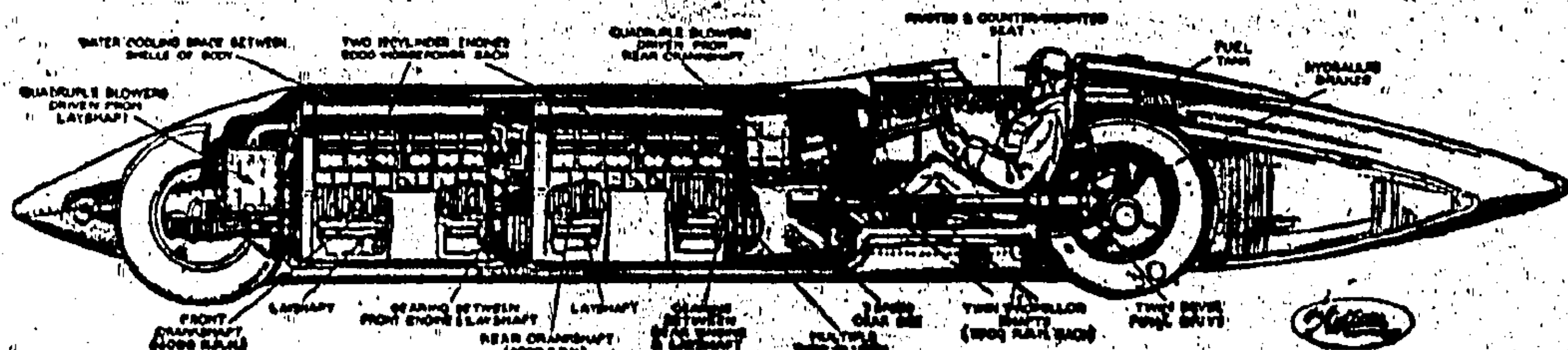
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Kaye Don to Attack Sir Henry Segrave's Record.



Sketch of Kaye Don's racer which is expected to beat the 231.4-mile-an-hour record of Sir Henry Segrave.



Measuring Kaye Don up for the racer he will drive at Daytona Beach in March in an effort to raise the present high speed record.

When Sir Henry Segrave returned to England last March with his record average of 231.4 miles an hour, it was generally believed that this was about the ultimate speed man could attain on land.

His special racer had skimmed over the measured mile, both with and against the wind, along the Daytona Beach in Florida, not much slower than the special airplane of the British motorist, H. R. D. Waghorn, who won the Schneider cup race last September with a speed of 328.6 miles an hour. This is the fastest speed man has ever attained by any means.

Now, however, the Autocar reveals a much more powerful racing automobile is being built at the Sunbeam factory with which it is hoped Kaye Don, another

famed British driver, will raise Sir Henry Segrave's record by a considerable margin.

The new racer which will take to the Daytona Beach sands some time between March 1 and 15, is unique in many respects. It is a 100 horsepower affair, with two 12-cylinder engines mounted tandem and a separate drive for each rear wheel. It is built to the measurements of its driver, its chassis and body measuring only two feet six inches across. It has, however, a wheelbase of 15 feet and its wheels reach out from the narrow body to a width of five feet.

Double Body Cools Water.
The entire car is encased within a shell, above and below, so that it will float if it happens to be driven into the sea. Instead of a radiator it has a double shell within which the water flows to be cooled.

Despite the car's size and the immensity of the engines, the entire affair weighs only two and a half tons, which affords the remarkably low ratio of 1.4 pounds of weight to the horsepower.

What occasions this low weight is the use of aluminum for body and engine blocks, the cylinders lined by the new nitralloy steel. This steel has a high degree of hardness and a smooth glass-like surface, and increases the power of the engines from 10 to 15 per cent. The pistons, too, are of forged aluminum.

Nitralloy steel also composes the material of the seven bearing crankshafts, while aluminum is used as housing for the two

quadruple superchargers, one to each engine. What is called a "layshaft" runs the length of both engines, connecting and synchronizing both through suitable gears.

There are two water pumps, one to each side of both engines, while three oil pumps keep the oil circulating and cooling around crankshafts, other moving parts and through the crankcase.

Head Resistance Lowered.

Perhaps most novel of all features in this racer is the way frontal area has been reduced in order to decrease the car's head resistance. According to Louis Contalen, Sunbeam engineer, who is building this car, 95 per cent. of the car's tremendous power has to be spent overcoming head resistance while the remaining five per cent. is taken up by frictional resistance.

Reduction of head resistance is attained by the use of two propeller shafts, one for each wheel, so that the driver can be set low between them, rather than high above the conventional single shaft. At the same time there is no need for a differential.

The shafts are driven by means of a multiple disc clutch and through the regular three-speed transmission, but the clutch is locked positively to the crank shaft as soon as the car gets into motion. The propeller shafts turn up 700 revolutions a minute with the motors running at 4000.

In order to assure good visibility for the driver, the seat has been sprung independently of the chassis by means of a counterweight equal to the weight of Don Kaye himself. This is expected to keep him steady at even the highest speed.

Has Many Safety Features.

No end of trouble has been taken to afford the utmost protection for Don. The armored plate underneath, with an upward curve in front, will not only help reduce head resistance but act as a skid in case the car runs into the sea or the wheels collapse.

A stout bulkhead in front will prevent any possible fire from the engines reaching the driver. Similar guards at each side will protect him if any of the propeller shafts happen to break loose. And steel hoops within the body are designed to maintain its shape in case the car rolls over.

The steering mechanism and the brakes, too, have been designed with an eye to the driver's protection. Each front wheel is steered independently and positively by means of a drop arm running across from the centre steering gear. The hydraulic brakes have self-sealing devices so that it is impossible for all four to fail if there should be a leak at any point in the system.

For further safety, if it is found necessary, a fin will be fitted to the tail of the car, to assure stability.

Dunlop Tyres.

The tyres, like those on Sir Henry Segrave's car, are special Dunlops, their fabric consisting of pure silk over which is sprayed a thin layer of rubber by a special process.

The speed trials to be made by this car are expected to benefit aviation more than motoring, for Contalen has built the engines with the view of adapting them to large type airplanes.

FOR MOTORISTS.

10 Commandments.

Los Angeles, Dec. 11th.
Just what motorists should do to promote safe driving has been given by the Automobile Club of Southern California in a list of "Ten Commandments." They are:

Keep your car in sound condition; keep your car under control; keep your eyes on the road; never fight for the right of way; go along with the procession; be courteous; know your local traffic rules; take pride in your driving skill; don't mix liquor, worry or anger with gasoline; study local maps and experiment for shorter and less congested routes.

WEAR WHITE CAPES.

Coroner's Suggestion.

"It seems as if pedestrians will have to keep a sharper look-out or imitate the policemen and wear white capes," remarked the Shoreditch Coroner, Dr. Edwin Smith, at an inquest, recently on Agnes Wastell (69), widow, Shepherdess Walk, Hoxton, who was fatally injured by a motor van.

The driver of the van said the woman was wearing dark clothing and he did not see her until she was within four feet of the front of the van.

The Coroner—it is known that pedestrians cannot be seen by motor drivers until they are in the middle of the road. They would be better seen if they carried something white, such as a newspaper, at night. Under

GIVING IT BACK.

State Petrol Tax.

Motorists in Wisconsin (U.S.A.) will welcome a decision of the Bureau of Internal Revenue. In effect, this will allow them to deduct from their income tax any amounts paid in petrol tax to the State.

An earlier ruling of the bureau held that the tax was paid by the petrol dealers. The American Motorists' Association held that the dealers passed it on to the motorists, and this obvious fact brought a remission of taxation on incomes.

present conditions even the most careful drivers cannot see pedestrians until they are in the roadway, especially where the

"CUTTING-IN."

Stiff Fine at Home.

William Patterson, of High-street, Ponders Ends, Enfield, Middlesex, was fined £5 with £51s. 6d. costs at Enfield recently for dangerous driving. It was stated that he cut-in so sharply on two other cars that both were forced into the kerb. There was no collision.

Sir Henry Bowles, the chairman of the Bench, said he did not think it made any difference whether there was an accident or not. "Cutting-in is a very selfish fault," he said, "because a motorist, regardless of anyone else, wants to go ahead of other cars."

lighting is rather poor. The jury returned a verdict of "accidental death," and exonerated the driver.

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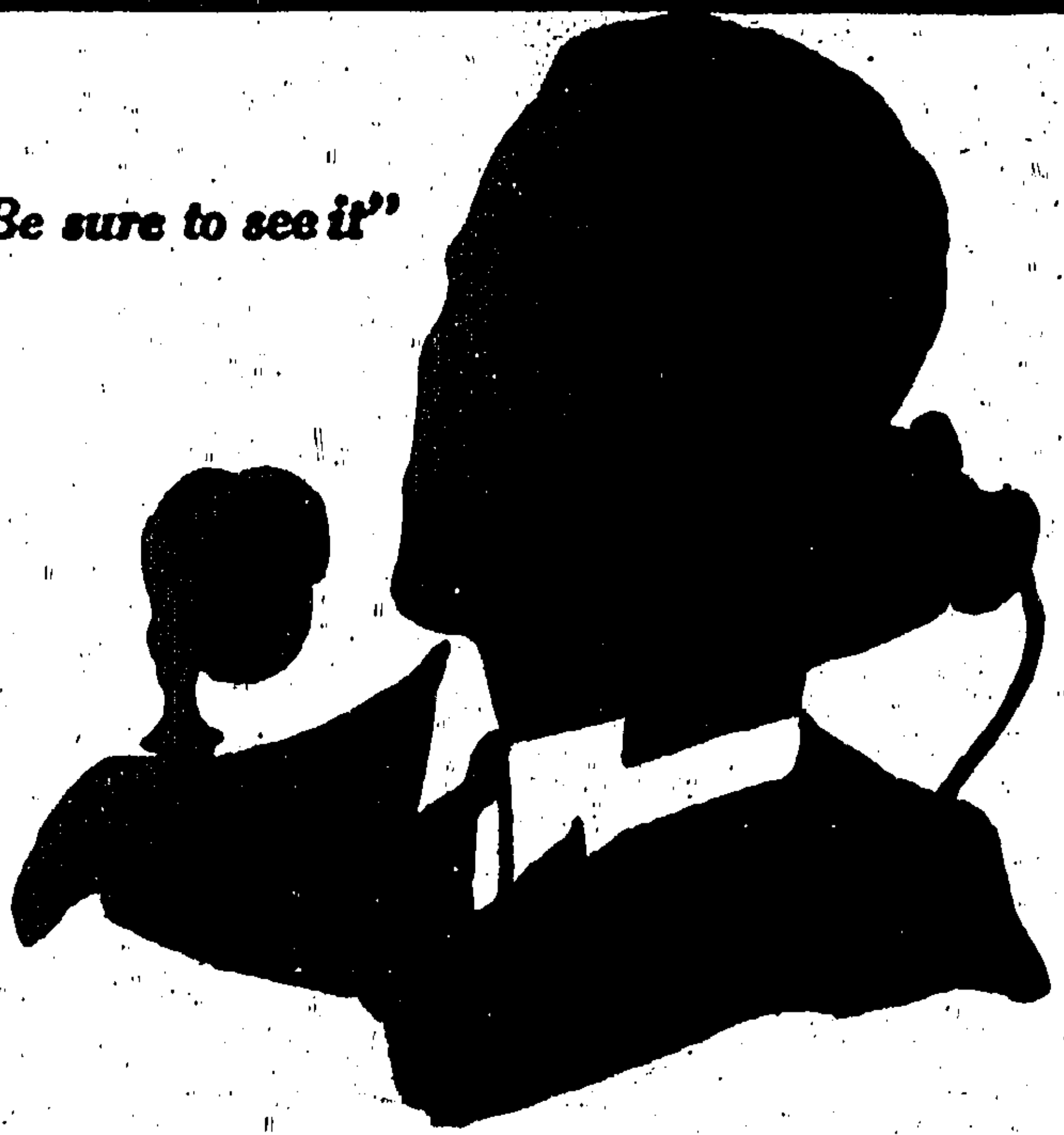
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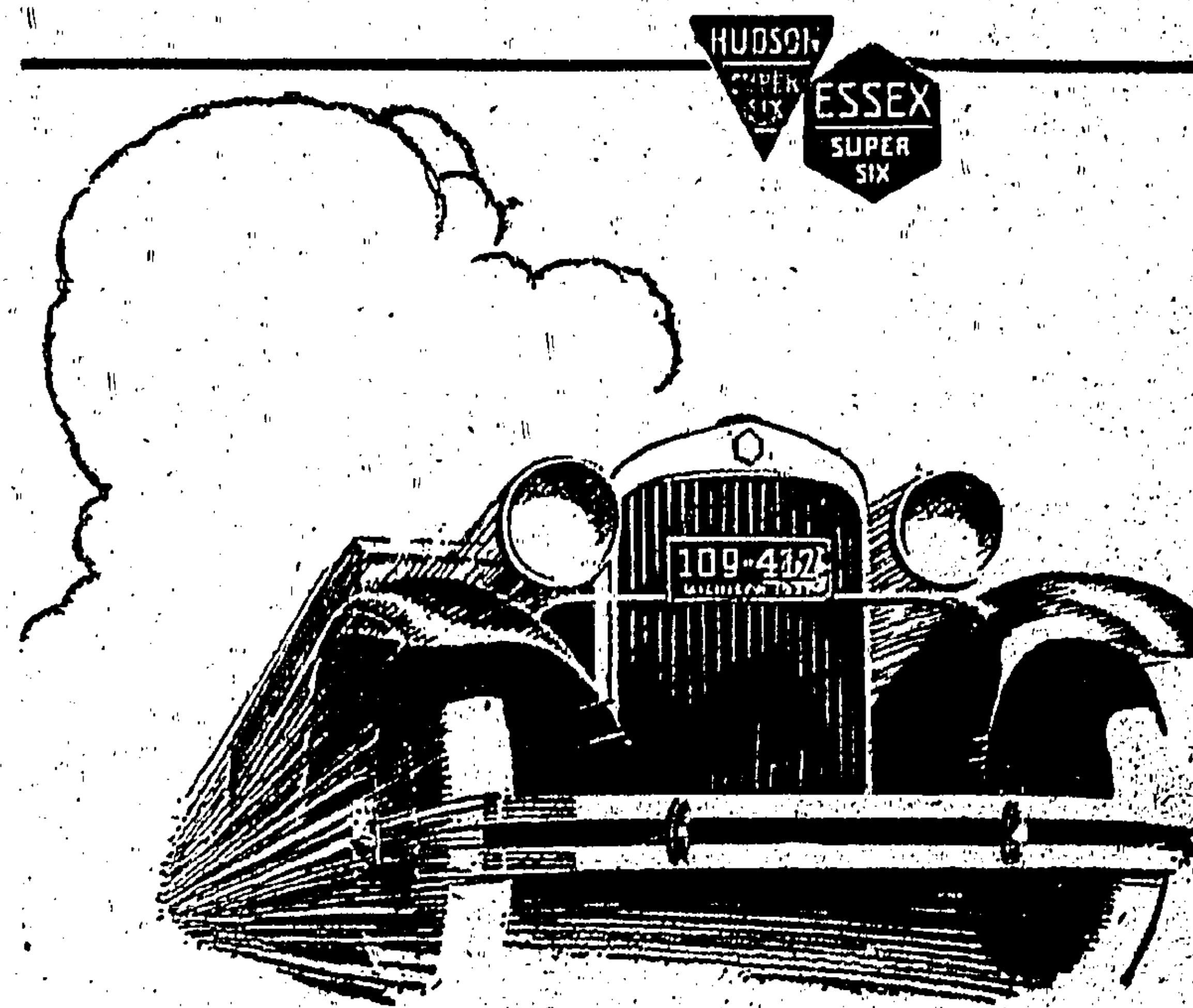
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THE MOTOR CYCLE SHOW AT OLYMPIA.

[Special Report to the Hongkong Telegraph by R.A.C.]

A Flourishing Industry.

The fifteenth International Cycle & Motor Cycle Show, which was held at Olympia, London, during the first week of December, fully demonstrated the supremacy of the British machine. Out of the fifty odd stands occupied by motor cycle manufacturers, those showing foreign machines could be counted on the fingers of one hand—and this despite the fact that the exhibition is an international one.

The healthy condition of this industry is clearly shown by the export figures, which continue to increase in a most satisfactory manner, the latest returns showing a marked expansion on those of the previous year.

Thirty Five Nations Represented.

While the overseas sales to the Dominions and Colonies have been exceptionally good of late, it should not be overlooked that the export of British motor cycles to European Countries occupies a highly important place.

At the first International Bazaar of Ariel motor cycle distributors, no less than 35 different countries were represented, striking testimony to the fact that approximately half the total of this concern is shipped overseas.

The eight Ariel models listed for 1930 were all displayed at Olympia. Improved appearance and petrol tanks of larger capacity are among the new features which apply to the entire range, while an oil pressure gauge is now mounted in the top of the petrol tank to indicate whether the dry sump lubrication system is working correctly. The most important of the many other improvements is, perhaps, the new pattern gear-change lever, which ensures an easy change and make it practically impossible to miss middle gear.

"The Twenty Five Thousand Miller."

A stand that came in for particular attention was that occupied by Messrs. Dunford & Elliott, for the 1930 edition of their "Monthery" model was naturally a great draw. This, it will, no doubt, be remembered, was the 350 c.c. machine that successfully accomplished the famous 25,000 miles test at Montlhery last Spring. The distance, which equals a circuit of the globe at the equator, was covered in 23 days at an average speed of just over 45 m.p.h., and as might have been expected this high speed endurance test has resulted in greatly increased sales, particularly in countries overseas where reliability is such an essential factor.

The specification of the 1930 "Monthery" model shows little alteration over that of 1929, but dry sump lubrication is now employed. The largest machine in the Dunford range is the new model "S", an O.H.V. two-port engine of 496 c.c. In general design this machine follows the lines of the Monthery model, but is, of course, of heavier construction.

Machines For The Speed Man.

Just before the Show some important world's records were captured at Montlhery by Mr. G.E. Nott, riding a Rudge-Whitworth "Ulster" model. These included the "Hour"—the blue ribbon of motor cycling—at 106½ m.p.h. and the "Two-hour" at 102.9 m.p.h. The model shown, which was almost an exact replica of this season's racers, naturally attracted riders to whom speed is of primary importance. An outstanding feature of this machine is the fact that, for a slight extra charge, it can be obtained with a guarantee of 100 m.p.h.—surely the fastest 500 c.c. motor cycle ever offered to the public!

The dirt track Rudge-Whitworth, considered by many to be the fastest machine on the cinders, has an engine identical with that of the "Ulster", but is fitted with wet sump lubrication, to enable riders to drain their sumps before each race. The engine is now fitted further forward and lower down, and a new type of sliding spring fork replaces the parallel ruler type.

Up to Date Features.

To look into the future and to produce a motor cycle that shall be the last word in modernity has been the main endeavour of Messrs. A.J. Stevens in the design of their 1930 models. Here the personal experience of overseas conditions gained by Mr. George Stevens from his tour of the Dominions has stood them in good stead.

Again, their record-breaking successes during 1929—numbering well over 100 in all—have resulted in the acquisition of much valuable knowledge which has been made practical use of in the design of the 1930 range.

Four of the new models have inclined engines, and these machines, which have been entirely redesigned, embody the latest and most up-to-date features. Lubrication is on the dry sump principle, but the oil pipes from the separate compartment to the engine now pass underneath the bottom bracket, and the unions with the separate tank and crank case are all that are visible.

The "Silver Arrow."

Silence, flexibility and easy starting are among the more important of the many excellent features incorporated in the Matchless "Silver Arrow." This entirely new model is the outcome of three years of designing and testing, and many thousands of miles of road tests were carried out over all sorts and conditions of roads before the final product was approved. Mr. Harry Collier, the designer, who has over thirty years experience of motor cycle manufacture and is also a T.T. winner, explained that the basic idea in the design of the "Silver Arrow" was to take the best of proved current practice, and on this foundation to build a refined design, which, while sacrificing none of the good qualities of current practice would eliminate every undesirable one.

The engine is a monobloc twin-cylinder S.V. four-stroke, combining with the reliability, simplicity and accessibility of an ordinary motor cycle engine many features of modern car engine design. The two cylinders, which are set at an angle of 26 degrees, are formed in one stiff cylinder casting, while the car type detachable cylinder head, which covers the whole top of the cylinder block, is so designed that, by the removal of a few accessible bolts, it can be lifted off to expose both pistons and all four valves, thus making decarbonisation and valve grinding an extremely simple operation.

Values Past and Present.

The cheapest medium weight motor cycle on the market was shown among the Triumph range. This was their N.S.D. model of 549 c.c., the home selling price of which is just under £40. The side valve engine has been improved as regards cylinder design, and now has vertical cooling ribs on the head. Lubrication is mechanical and an engine decompressor is fitted—a luxury seldom found on much more expensive machines.

The prices of this 1930 Triumph compares surprisingly with some of the machines of the past. In 1910, for instance, the standard Triumph had a 500 c.c. engine and was priced in the home market at just under £50. Although no variable gear was provided, and the back wheel was directly driven by a rubber belt, it was one of the most luxurious and popular machines of its day.

In 1920 a three-speed counter-shaft gearbox figured among the many improvements, but a belt was still employed for the final drive. The machine, although still one of the best and cheapest of its time, cost well over £100! Now, when one considers the extraordinary improvements that have been made during the past ten years, this enormous reduction in price is all the more remarkable.

Improvements to Famous Machines.

The price of all the 1930 Humber models is slightly lower than that of

"I LEARN TO DRIVE A CAR."

[By a Grandmother.]

It was three months ago when my five-year-old grandchild asked me, kindly, if, casually, when I was going to die, since I must be quite old, that I decided it was time I learnt to drive a car.

The first step being to acquire one suitable to my needs, I gingerly approached my youngest son.

Oh, yes! he knew the very thing! A jolly little two-seater, which he also . . . But here I was adamant. Nothing, I told him, in which he could answer me about would in any way answer my purpose.

Instead, I penned a pithy message to my firstborn; and sure enough, three days later, on looking from my bedroom window I espied a small, non-descript, four-seater nosing humbly towards the curb in the street below.

Instinctively sensing ownership, I hastened down to inspect my eldest son's choice.

No beauty, my car! A dull black hood surmounted a body of murky hue and slightly antique design; but her stock bonnet looked purposeful, and possessed a simple inside which didn't scare me when I unscrewed its lid and peered in at its four-cylindrical anatomy.

She was, my son urgently explained, of French extraction, and, if lacking in Parisian elegance, so solidly built as to be equal to such ill-usage as even I might inflict.

This sounded promising, but what decided me to pay the price—some forty pounds—was her age—the same as my grandchild's—which in a car is an eminently respectable one.

It was on the hills of Scotland that I began, having arranged with my youngest son to undertake my tuition.

At first we sat immovable whilst he showed me self-starter, clutch, accelerator, and brake; then the gear-handle, which I practised pushing in and out, oh and back.

It took me a week to start up, and two before I avoided pressing the accelerator instead of the brake, or changing into reverse—instead of from first to second—which, awful thought, might cause untold damage.

My road sense, as befitting an elderly dame, is all for "safety first," my 20 miles per hour being preferable to 30, especially down tortuous hills where unseen terrors abound, such as the monster charabanc bearing down over the twisty bridge, or a sheep leaping across the narrow roadway over the moors. Most patient my son, and doubly helpful my arrangement to pay by the lesson and not by results. Even so, he scarce refrains from an occasional, if expressive, vent to his feelings. Hardly to be wondered at, for I certainly am not clever in adapting my brains to the principle of modern mechanism. However, I feel convinced that any woman—if not too decrepit—could learn if I can. For if I, with a lifetime of nerve-racking memories to combat, am actually overcoming the countless tremors with which I started, surely all other elderly novices should take courage and follow my example, if only to prove that we of the old generation are not greater fools than we need be.

If my hair has gone greyer since I started to master the gears, it is well worth it. I think I shall drive quite well by the time my granddaughter is ten.

BERLIN'S BLACKLIST.

Having come to the conclusion that the majority of street accidents are caused by drivers who ignore the regulations, the Berlin police are adopting special measures to deal with them.

A department of the police will card-index every driver, and all warnings and penalties imposed on him will be entered. There is a limit to the number of these entries, and if it is exceeded the driver's licence will be withdrawn.

1929, and the overhead camshaft machine is now the cheapest 350 c.c. model of this type on the market. This firm is still concentrating on three different models, all of which have engines of 350 c.c. In addition to the one mentioned above there are side valve and overhead valve machines; and in every case an aluminium piston with a fully floating gudgeon pin is employed, while the big end is of the double row roller bearing type.

The S.V. machine, which is the cheapest of the range, has an improved lubrication system, a Pilsen pump with sight feed integral being fitted near the crankcase. The clutch too, is of improved design, thus facilitating gear-changing, while the cover, which fits over the valves and tappet heads, is easily detachable. A feature of the push-rod O.H.V. model is an improved silencer of cylindrical design.

Popular Lightweights.

Quite the most interesting motor cycle in the 250 c.c. class was the Dunst model T, with an overhead camshaft engine. It is the only machine of its class to employ an engine of this type, and is the cheapest O.H.V. model marketed. A number of the experts who visited Olympia agreed that this machine was the most outstanding exhibit of the Show. Dry sump lubrication is employed and the petrol consumption is stated to work out at more than 120 m.p.g.

Two machines of 250 c.c. were shown on the Matchless stand. One an O.H.V. two-port sports machine and the other a side valve model with detachable cylinder head and enclosed valves. Other features of note consisted of inter-connected brakes, chromium plating and dry sump lubrication.

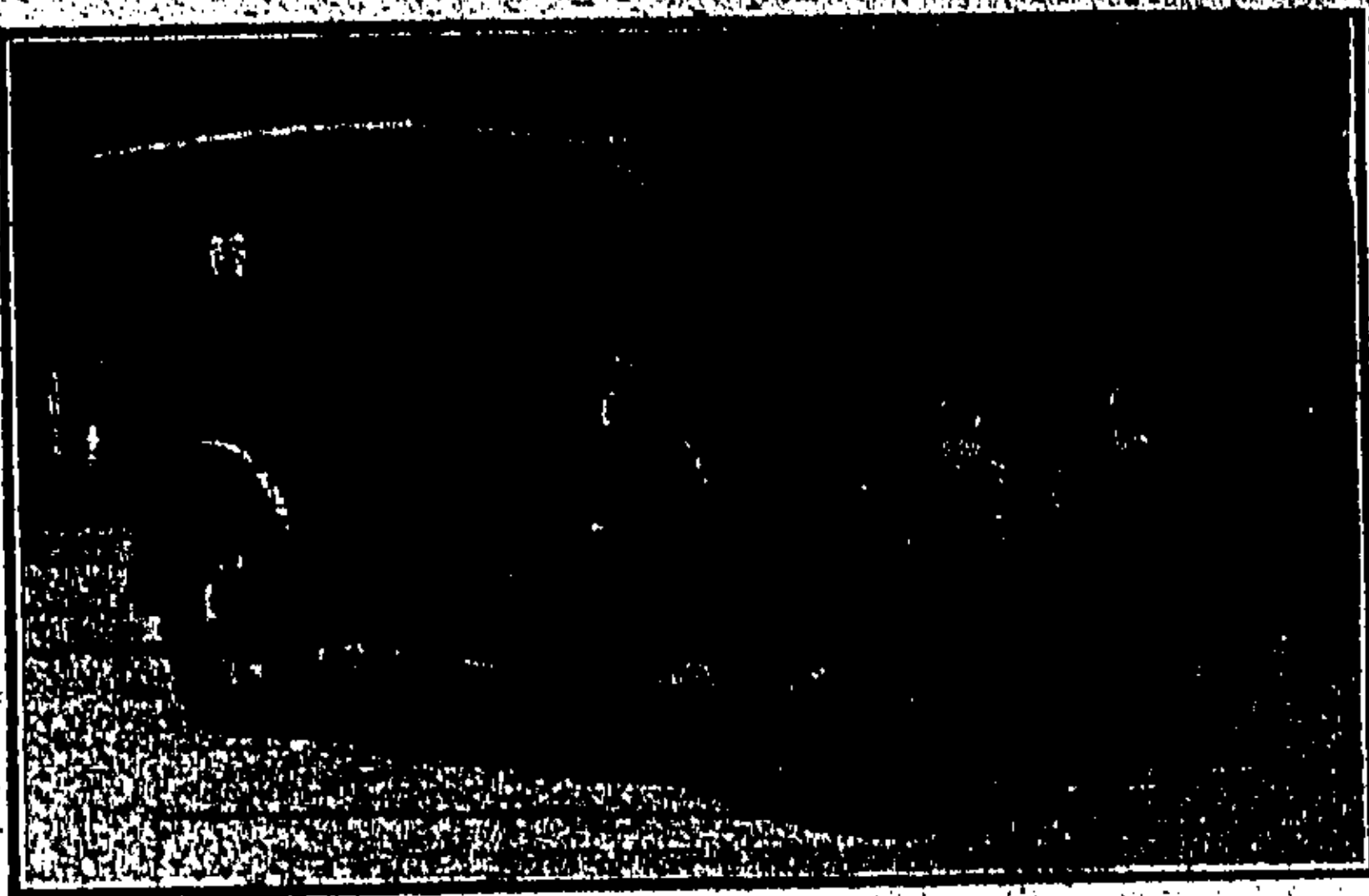
The two Rudge-Whitworth lightweights were very attractive little machines. In general design they both conformed to the makers usual practice, and were equipped with inter-connected brakes and four-speed gearboxes. The S.V. model shown was fitted with an electric lighting set; the other machine has an O.H.V. two-port engine.

Accessories and Components.

The galleries around both the halls were occupied, as usual, by the makers of accessories and components. On one of the largest stands the various products of Messrs. Joseph Lucas were displayed. The new headlamp marketed by this firm has a gas-filled bulb with two filaments; one gives a brilliant driving light and the other an alternative dipped beam, the change-over being effected by a neat switch on the handlebar. Another exhibit to attract attention was their racing magneto, every one of which is tested before leaving the works at a speed corresponding to 200 m.p.h., and guaranteed for two years against electrical and mechanical breakdown.

The tank-mounted speedometer with gearbox drive continues in popularity, but S. Smith & Sons have also made a considerable advance as regards the fitting of the instrument head on the front fork, with an enclosed drive off the front hub. The instrument head can now be fitted in the centre of the fork and a direct line thus obtained for the cable.

FORD DELIVERY VAN FOR N.A.A.F.I.



The above picture shows a new model "A" Ford Panel Delivery Vehicle recently supplied to the Hongkong Branch of the N.A.A.F.I.

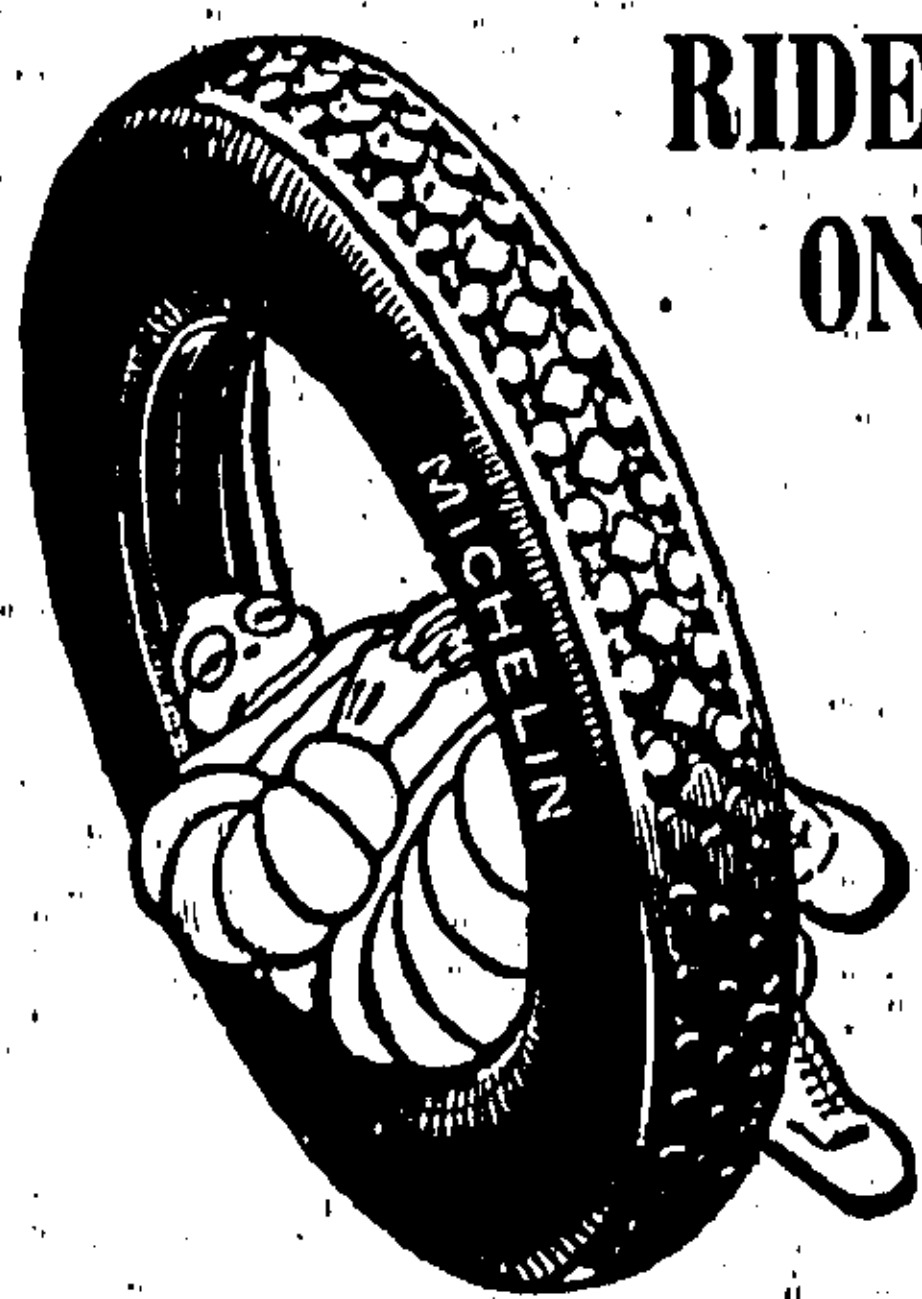
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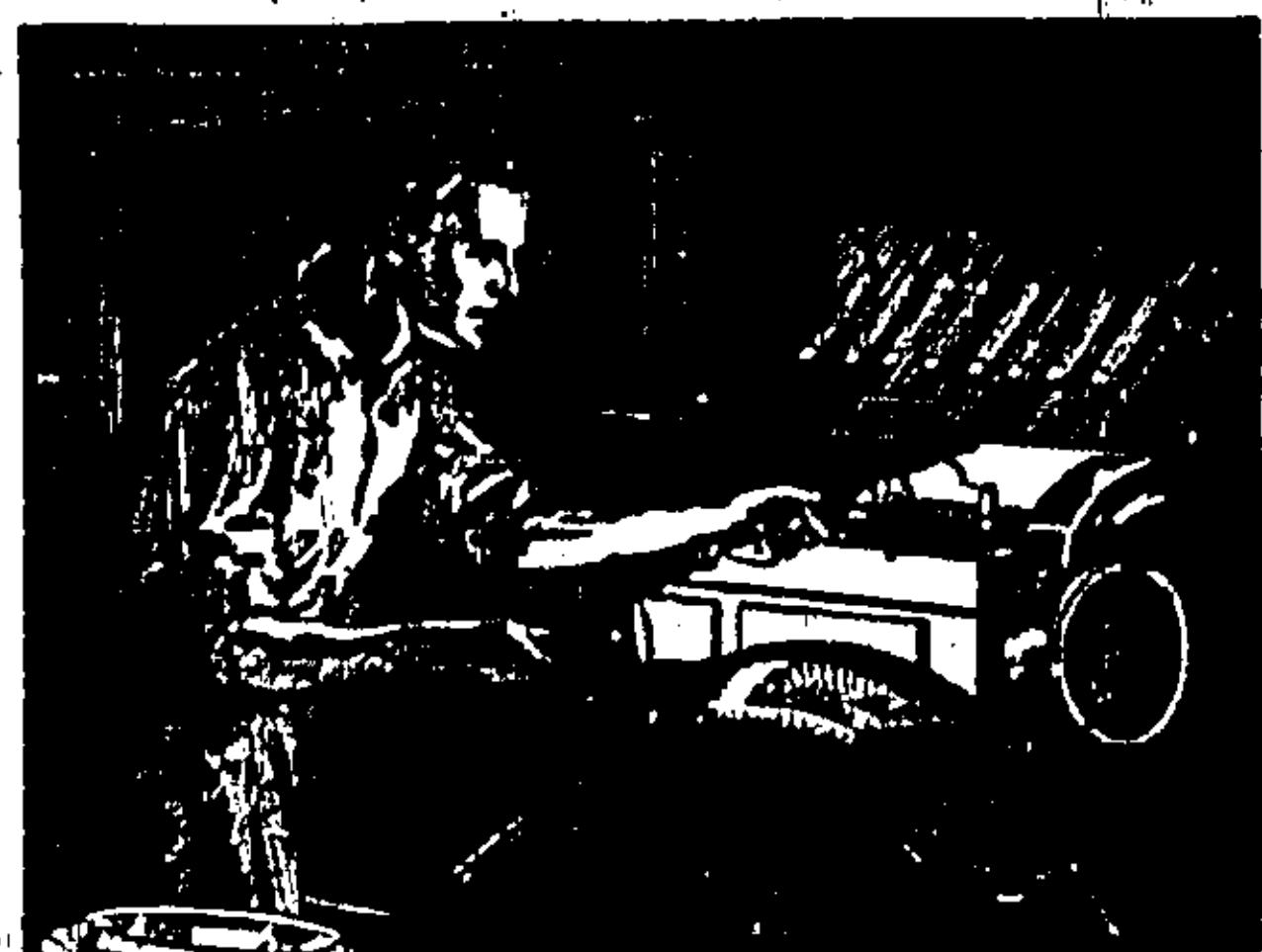
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IMPORTANT SKULL DISCOVERY.**WILL THROW LIGHT ON EARLY MAN'S EVOLUTION.****A FINE SPECIMEN.**

The following article by Dr. Davidson Black, Hon. Director of the Cenozoic Research Laboratory, Geological Survey of China, deals with the discovery of the skull of an adult *Sinanthropus* at Chou Kou Tien, an illustration of which appears in our Pictorial Supplement to-day.

On January 2nd last, Mr. W. C. Pei of the staff of the Cenozoic Research Laboratory of the Geological Survey of China, while excavating a sheltered recess of the main deposit at Chou Kou Tien, discovered the greater part of an uncrushed adult skull of *Sinanthropus pekinensis*. Mr. Pei at once recognized the importance of the specimen and personally carried out the difficult work of excavation and subsequent field preparation of the block of matrix in which it lay. It is entirely due to his skill and devotion that this bulky mass with its unique and fragile contents reached the Cenozoic Laboratory quite undamaged.

Mr. Pei has been in charge of the Geological Survey's field excavations at Chou Kou Tien during the past season. He was also associated with Drs. Bohlin and C. C. Young in the work of excavation carried on at that site during the season of 1928 which resulted in the recovery of the major parts of the lower jaw and numerous teeth and skull fragments referable to the genus *Sinanthropus*.

Within the main cave deposit at Chou Kou Tien up to the present time *Sinanthropus* remains have been recovered from five different localities, three of which, including the last major find, have been discovered by Mr. Pei during the last season's work. Contrary to our reports which have been circulated, no skeletal parts other than the skull and numerous isolated teeth have been recovered during this year's excavations.

It should be noted that the difference between the skull discovered within the main Chou Kou Tien deposits and one another, being lower Quaternary (Pleistocene) in age. This latter statement is based on the evidence collected in a preliminary report on the geology and palaeontology of the site by Percé, Teilhard de Chardin and Dr. C. C. Young which is now in press. Further, it should be added that up to the present time, though hundreds of cubic metres of material have been examined, no artifacts of any nature have been encountered, nor has any trace of the usage of fire been observed.

The greater part of the left lateral surface and the fore part of the base of this unique skull specimen of *Sinanthropus* is still embedded in a block of very hard travertine. The vault of the skull from its massive brow ridges to the occiput, and the whole right side of the specimen, were however supported within a relatively soft matrix which has now been removed. In the present stage of its preparation it thus becomes apparent that the brain case has been almost completely preserved while most of the facial region would seem to be lacking.

The skull of *Sinanthropus* would seem to be of approximately similar length to that of *Pithecanthropus* and, like the latter form, is provided with massive brow ridges, a feature to be correlated with a powerful jaw mechanism. However, *Sinanthropus* characteristically differs from the Java type in the following important features:—Relatively well-developed frontal eminences, well localised parietal eminences, and greater height of skull vault; all these characters pointing to a relatively greater brain capacity in *Sinanthropus*. The mastoid processes of *Sinanthropus* are small and massive. The sockets in which the lower jaw articulated are well preserved on both sides, a circumstance which will be of great value in the restoration of the lower jaw fragments recovered in 1928.

In general it may be said that while the new skull specimen bears out what little was already known from other fragments, the perfection of its preservation will enable much to be learned that is now obscure concerning the evolution of the head region in early man. Preliminary photographs and notes will be published in an early issue of the Bulletin of the Geological Society of China and a more complete report on the specimen will be made at the annual meeting of the Society to be held next month.

Berlin, Jan. 17. The police have confiscated the whole of to-day's issue of the Communist newspaper *Rote Fahne*, on the ground that it contained articles calculated to provoke criminal acts and high treason, and stir up class hatred. *Reuter*.

REPORTED COUP IN SILVER.**AGED HINDU SAID TO HAVE CORNERED MARKET.****BULLION CO.'S STORY.**

New York, Jan. 13. Sensational charges that the world silver market has been virtually cornered by Chinaman Motilal, an aged Hindu, were made to-day by Handy & Harman, silver bullion specialists who are well known throughout the world.

Handy & Harman declare that within the past few days Motilal has cornered the bar silver market by purchasing 5,000,000 ounces of bar silver for near future delivery.

According to the story, which has a definite bearing on the world silver situation, Motilal bid the silver price up to 48½, compared with the official price in New York of 46½, in order to obtain his huge quantity of silver.

It is believed that with 5,000,000 ounces of bar silver at his disposal Motilal is now able to dictate his own price.

The action of the aged Indian comes at a time when China is facing a grave financial crisis due to the recent decline in silver prices. The business world has its eyes on the silver situation and especially on China and India where banks are facing difficulty, where speculators have been wiped out, where American and European firms are facing heavy losses due to the fact that they made their contracts in silver on the basis of the higher prices which prevailed some time ago.

The charge made by Handy & Harman caused keen interest in export and banking circles here. Quickly the news spread and all interest was concentrated on Motilal. *United Press*.

NEW STREET NAMES.**"DYER AVENUE" AMONG THE NUMBER.**

The *Gazette* notifies the following new names of streets:—Dyer Avenue.—Street commencing at the north corner of H.I.L. No. 256, and running in an easterly direction; terminating at its junction with new road at the North-east corner of H.I.L. 257. Nullah Road.—Street commencing at Nathan Road at the north-west corner of K.I.L. 2111, and running in a north-easterly direction, terminating at its junction with Prince Edward Road, east of K.I.L. 1727.

Reclamation Street.—Street commencing at Austin Road at K.I.L. 360, about 60 ft. wide, west of Shanghai Street, and running in a northerly direction on the line of Reclamation Street, terminating at the North end of K.I.Ls. 1696 and 1697.

Battery Street.—Street being a continuation of Battery Street in a southerly direction, commencing at Jordan Road at the north-west corner of K.I.L. 1654, and terminating at its junction with Austin Road, West of K.I.L. 997.

Mia Street.—Street commencing at Battery Street at the north-west corner of K.I.L. 1696, and running in an easterly direction, terminating at its junction with Shanghai Street at the North-east corner of K.I.L. 1698.

THE GROWING LIBRARY.

(Continued from Page 8.)

"Poetry doesn't sell." That was why I bought it.

But now they are changing their key. It does sell; and I think I must have helped a very little to make it do so. But now I am going to stop. I buy poetry only in a falling market. I am transferring my charity to books of essays, which stand to-day where poetry stood a decade ago. Book-sellers tell me that no one nowadays buys a book of essays—as if I were not sufficiently aware of that fact also. But I buy them. I know how it feels, for one of the volumes in my collection of books of essays bears my name on the title-page.

The motives I have mentioned thus far are altruistic, but I must not leave the impression that my literary purchases are entirely unselfish. The fact is that I am fond of books. I like to have them about me. I know that I shall hugely enjoy reading them if I ever find the time for such an old-fashioned activity. And so I go on storing them up in preparation for an imagined but probably distant future, somewhat as a squirrel buries acorns—and then forgets completely where he has put them.

O. S. in the *Christian Science Monitor*.

CORRESPONDENCE.*The Currency Question.*

[To The Editor of Hongkong Telegraph.]

Sir,—Nobody has had any comments to pass on the currency suggestion in my letter of the 14th inst. I didn't expect they would. Hongkong is the last place on earth to look for the adoption of anything original. With your permission, however, I shall make another attempt to arouse a little interest in the proposition.

In your leader of the 17th, you emphasise the necessity of some new stabilising factor in the world's currencies. I again suggest that the nearest we shall ever get to a solution of the problem is the basing of our currencies on a fixed general price level of everything money can buy. The essential of a note issue is a guarantee that, should the necessity arise, the promise to pay can be liquidated. Gold and silver reserves have been demanded in the past but the moratorium of 1914 put us off the old track for a little while and conclusively proved that, with the commodity wealth of a nation behind it, a paper currency could be run without any metallic backing. And there is nothing on earth to prevent the Hongkong Government to-day from putting out a paper dollar with a fixed general price level for its maintenance.

Our critics, of course, will contend that we must necessarily fall into line with whatever basis obtains in China—but to what end does this lead us? China will have her internal disruption for years hence, which means, I suppose, that we are to suffer in silence with her—go down, if necessary, with a scuttled ship in whose articles we have no interest!

Why not set the pace ourselves and stabilise irrespective of what happens on the mainland? The worst that can possibly happen is an abnormal outside demand for our paper and surely there is no objection to taking a little advantage of another's foolish squabbles? But no! Instead of trying to keep our heads above water in the financial and commercial maelstroms, we must do our utmost to undermine the world's confidence in our own currency and, incidentally, rip out the only prop that the South China business man relies upon to stay him up.

Yours, etc.,
ONLOKKEE.
Kowloon, Jan. 17th, 1930.

TENDERS ACCEPTED.**THE LATEST GOVERNMENT LIST.**

It is notified in the *Gazette* that the following tenders have been accepted:

Wo Hing Contractors, \$470, for the purchase of condemned Barge "S.D.D."

Messrs. Sang Lee & Co., for maintenance, etc. of nullahs, etc. in Hongkong Western during the year 1930 at 80% more than the Government schedule of prices.

Messrs. Li-Sang & Co., for maintenance, etc. of nullahs, etc. in Hongkong Eastern during the year 1930 at 75% more than the Government schedule of prices.

Messrs. Chow Yeong & Co., for maintenance, etc. of nullahs, etc. in Kowloon and New Territories East of the Railway at 52% more than the Government schedule of prices.

COMMUNIST "DEN" RAIDED.**QUANTITY OF SEDITIOUS LITERATURE SEIZED.****TWO ARRESTS MADE.**

A very big haul of allegedly seditious pamphlets and books of a political nature was made by detectives, who raided the top floor of No. 2, Percival Street late last night. As a result, two Chinese were arrested and detained at No. 2 Police Station.

The authorities received information of the existence of the "den," and a party of detectives, led by a European officer, carried out the raid. They discovered hundreds of books of an apparently seditious nature, and these they confiscated.

Two Chinese, Chau Mi-san and Li Fong, who were found on the premises were arrested, and they, together with the books, were removed to Wanchai Station, the men being detained for the night.

Enquiries this morning showed that the authorities were still busy translating the pamphlets, of which there is a considerable quantity, and although the exact nature of their contents is not yet fully ascertained, it is believed that they are of a political nature.

The two arrested men have not, as yet, had any charge preferred against them.

PORK AND MONKEY'S SKIN.**MAN SENT TO PRISON FOR THEFT.**

A charge of larceny of fifteen pounds of pork, one monkey's skin and a jacket from 7, Wong Chuk Street, Shamshuipo, was brought against a Chinese before Mr. Whyte Smith at the Kowloon Magistracy this morning.

When the case was first called, the defendant pleaded guilty, but the complainant was absent and his Worship, after a short wait, intimated that it would teach the complainant a lesson if he discharged the defendant and allowed him to take the property, but it would not do the defendant any good.

The complainant arrived after a further short wait, and, after reprimanding him for delaying the Court, his Worship proceeded with the case.

It was stated by Inspector Hoare that the defendant was seen leaving the complainant's house at 4 a.m. on Friday with the stolen property in his possession. When questioned, he admitted that he had stolen the things from the first floor of 7, Wong Chuk Street. Sentence of one month's hard labour was imposed, it being stated that the articles were worth \$12.

James Albert Wright, aged 22, who was committed from Tottenham on a charge of shop-breaking, was found not guilty and discharged at the Old Bailey.

He set up an alibi by stating that he had been to a cinema at the time of the alleged offence to see the film "The Perfect Alibi."

Messrs. Chow Yeong & Co., for maintenance, etc. of nullahs, etc. in Kowloon and New Territories East of the Railway at 52% more than the Government schedule of prices.

The Very Idea!

If women as well as men take to cigars at the play, the whole question of whether smoking is to be allowed at theatres at all will have to be revived (says the *Daily Telegraph*). At a musical comedy one night a woman in the stalls, pretty and well under 30, took out a long cigar and smoked it to the end. She appeared to relish it, but treated those around her to a choking barrage of smoke, for she puffed fiercely and incessantly.

The atmosphere became very trying, and if a dozen such cigar-smokers had been functioning it would probably have been intolerable.

"He's an awfully clever man." "Not a bit of it. He only makes people think he is." "Well, isn't that enough?"

[In a recent lawsuit the saxophone was described as the most abused of all musical instruments.]

Of all the instruments accurate, the saxophone is far the worst. The trombone's harsh, metallic bray

is pretty nasty in its way; The cornet's high and strident note

Gets almost anybody's goat; The wailing of the violin Might drive the mildest saint to sin;

The groaning of the violoncello Upsets the most good tempered fellow;

The reedy, nasal clarinet Is one of quite the worst I've met;

The horror of the ophicleide Once heard can never be denied; And few can stand the noise that comes

From kettle, slide, and other drums, While highest rank the banjo has Among the villainies of jazz.

Except, of course, the saxophone, Which can so wildly moo and moan

That he who hears it often saith "Lo! some poor cow is sick to death."

While others for policemen run, Thinking that murder has been done, Even the musical must own They do not like the saxophone.

Witness at Shoreditch County Court: To the best of my ability I will tell the truth, but it is difficult.

Judge Cluer at Whitechapel County Court: Riding in a motor-car is not evidence of means.

Woman at North London: My husband tried to put a carving knife into my back, and because I objected he said, "You can't take a joke."

Willesden Wife: It is my husband's house; but as I am his wife the house is mine too.

Solicitor at East Ham: She always carries in her bag a purse, her marriage certificate, and a powder puff.

Mr. McKenna, the Lambeth Magistrate: Beer is not a good thing for nerves.

The initials R.I.P. on a monument caused some discussion amongst a group of boys who were being shown round a cathedral.

Before the verger could explain that the letters meant "Rest in Peace," a boy on the edge of the crowd called out, "Fancy you chaps not knowing that R.I.P. means 'Wriggling in Purgatory!'"

Much interest, states an English journal, is being centred on the proposed "voyage of" the German "Show Boat," which is to commence a world tour in the near future.

The ship is being fitted up as a theatre, and a repertory of German plays being selected. These will be acted by a distinguished company, and thus the drama of the past and present will be introduced to audiences in many parts of the globe.

In London, for example, the "Pro-Arte," as the ship is called, will come up the Thames as far as the island, and will, no doubt, attract big "saloons." This goes one better or several better, than the Italian travelling theatre, which does not aim at going beyond the borders of Italy.

EXCHANGE RATES.

	London, Jan. 17.
Paris	123.92
New York	4.80%
Brussels	34.94%
Geneva	25.19
Amsterdam	12.11%
Milan	32.02
Berlin	20.37%
Stockholm	18.13%
Copenhagen	18.18/20
Oslo	18.21%
Vienna	34.62
Helsinki	103%
Madrid	30.57%
Lisbon	108%
Athens	37%
Bucharest	81%
Rio	5.9/10
Buenos Aires	4.13/16
Bombay	1/6.15/16
Shanghai	2/0%
Hongkong	1/4%
Yokohama	2.3/16
Silver (spot)	21
Silver (forward)	20%

—British Wireless

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In many fancy designs and white. A large assortment all marked at

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the girl with "IT" and **"RED HAIR"**

Elinor Glynn Says: "Red haired people are dynamic paradoxes. They repel and fascinate, excite anger and devotion, irritation and satisfaction. They have strong vitality and a fighting quality, and woo to him who crosses their path." See Clara Bow in this fast stepping comedy, with scenes in natural colour!

Special Music at 5.20 & 9.20 p.m. under the direction of H. E. Nicholson.

POWELL'S GREAT WINTER SALE COMMENCES ON MONDAY.

Owing to the early Winter months being unseasonable, large stocks are still on hand, in all Departments. **Drastic Reductions** have therefore been made, to insure clearance before stock-taking. Remember Powell's prices have not been increased owing to the low dollar, and with additional sale discounts are far below home prices.

25 % Discount off
Raincoats, Overcoats, Travelling Rugs, Waiscoats, Dressing Gowns, Pullovers Etc., Etc.

The following special clearing lines have been drastically reduced.

Wool Underwear (Vests or Drawers).....	\$ 3.95
Fancy Cashmere Socks.....	\$1.00 1.45
Plain Cashmere Socks.....	1.00
Golf Hose.....	2.95
Pyjamas.....	5.95
Tunic Shirts.....	4.95
"Bective" Boots & Shoes.....	14.95
Overcoats.....	29.50
Blue Flannel Blazers.....	12.75
Open End Ties.....	1.45
250 dozen Stiff Collars at per dozen.....	2.50

HALF PRICE

Velour and Tweed Hats and Caps, Fitted Writing and Toilet Cases, Commercial Folios, Collar Boxes, Wallets, Key Purses, Note Cases, Ladies' Hat Cases, etc.

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THE WORLD OF SPORT

GARRISON NEWS.

PROMOTION FOR AN R.A.M.C. OFFICER.

The London Gazette has published the promotion to Major of Captain and Quartermaster G. A. Collier, R.A.M.C., under the provisions of Article 170 of the Royal Warrant for Pay. This promotion dates from 1st April, 1929, and is conferred for distinguished service in the field, or for meritorious service. It is no secret that recommendations for this promotion for Captain Collier have occurred on more than one occasion, and he is to be congratulated.

Forcoming Arrivals.

The list of those embarking at Home in H.T. City of Marseilles on January 7, has now been received. The ship is expected to arrive in Hongkong on February 24. Amongst those on board are Lt. Col. W. N. Stokes, R.A.O.C., Lt. Col. J. Kelly, Army Audit Staff, Mrs. Reilly, wife of the Rev. Mr. Reilly, C.P., and eight other officers.

Hockey.

The K.O.S.B. are holding an inter-company hockey competition, and a keen, fast game was played on Thursday afternoon between "A" and "B" Companies, the latter winning by the only goal scored. Teams: "A" Company.—Woods; Hope, Bird; Kennedy, Foley; Purnell; Rice, Smith, Fotheringham, Stevens, Cox. "B" Company took up the attack immediately after the initial bully-off and continued their pressure for fully ten minutes, though without scoring.

Good stick-work, and accurate passing gave "A" Company a lot of ground, and they looked likely to score, but "B" Company got back, and a misunderstanding between Hope and Bird let in Hill, who snapped up the chance to score, and put in a fine shot. The half-time whistle was blown with "B" Company striving hard to equalise.

The second half was more or less a repetition of the earlier part of the game. A good centre from Wylie gave Hill a chance to increase the score, but Woods saved a difficult shot very well. The same player was a little fortunate later with another shot from Hill. "B" Company continued their pressure until the final whistle, winning by one goal to nil.

Football.

31st Heavy Battery, R.A., virtually met their position at the top of the Hongkong Area Football League secure yesterday afternoon, when they defeated "C" Company, K.O.S.B., by two goals to nil at Sookunpoo.

Teams: 31st (H). By, R.A.—Maltby; Seal, Oliver; Joyce, Fletcher; Hall; Rodgers, Leach, Gill, Reid, Cotton. "C" Coy., K.O.S.B.—Hughes; Garrigan, Spence; Docherty, Davis, Kidd; Spalding, McDougall, Hume Drury, Cox.

Kicking off, the Gunners made the running for the first five minutes, then the Borderers made a breakthrough that was followed by the Gunners' defence. Garrigan cleared well from a corner kick taken by Cotton; which fell short of the goalmouth. The latter then took a free-kick, and put the ball to Rodgers, whose header only just missed the goal. Cotton then made a run on the right, but the Gunners' forwards were not up to assist him, and Spence was able to clear. Ding-dong play followed.

A breakthrough by the Borderers was almost productive of a goal, but, with Maltby lying on the ground, Oliver came back to defend the net. Following on a corner against them, the Borderers cleared well, and got the Gunners' goalkeeper again, but both Seal and Oliver held up this attack. Offside spoiled several attempts by Cox of the Borderers.

Good combination, in which Rodgers and Cotton were prominent made ground towards the Borderers' goal, and Cotton opened the scoring with a shot that gave Hughes no chance. Half-time arrived with the Gunners one up, and continuing to press.

On the change-over, Davis went to centre-forward, and McDougall took Davis' place at centre-half. The Gunners maintained their attack, and obtained their second goal through Gill, who shot from 25 yards.

The Borderers could not often penetrate the Gunners' defence, for whom Fletcher was playing his usual sound game, and some passing in front of the Gunners' goalkeeper was made by Fletcher coming back to clear. A long shot by Davis was tipped over the bar by Maltby, and the corner-kick fell short and was cleared. End-to-end play was the order for the rest of the game, with no further score.

RUGBY FOOTBALL.

The Club team to meet the Army in the last triangular tournament match to-day on the Hongkong F.C. ground at 4.15 p.m. is as follows: Backs, R. J. Griever, three quarters, G. A. L. Plummer, J. D. A. Hutchison, M. D. Scott, G. P. Lammer; Half-backs, R. Churchill, J. L. Bonnar; Forwards, R. C. Cherrill, A. D. Sutcliffe, D. L. Milne-Day, E. R. West, T. Riddell, W. F. Peera, F. R. Burch, E. P. Massey. Referee: Major Caddell.

SCHOOL SPORTS.

KEEN CONTESTS SEEN AT SOOKUNPOO YESTERDAY.

Some very keen races were seen at the annual sports meeting of the Ella Kadgoria Indian School, held on the Indian Recreation Club ground at Sookunpoo yesterday afternoon. No fewer than 22 events were on the programme, and it speaks well for those in charge of the arrangements that everything went without a hitch. A large number of spectators were present, including parents of pupils and old boys.

Before asking Mrs. Hamilton to distribute the prizes, Mr. A. T. Hamilton, the Headmaster, congratulated the winners, saying he was sure all present would agree with him that they deserved their trophies. He had been pleased to see the small boys competing with the big ones, he said, particularly so whenever the small ones came out on top. He added that he wished to thank those in charge of the arrangements for their kind help, without which the day's sport would not have been the success it was.

After the prizes had been distributed, Mr. Bishen Singh called for three cheers for Mrs. Hamilton, who was also presented with a bouquet of flowers.

The Prize-winners.

The results of the various events were as follows:

High Jump (Sr.)—1, Abdom; 2, Gurdial Singh; 3, Abdul Ahmed. High Jump (Jr.)—1, A. B. Hassan; 2, Mohd Syed; 3, S. M. Bux. Three-Logged Race (Sr.)—1, Mohd Dawood and H. Ali; 2, Abdom and A. B. Hassan.

Three-Logged Race (Jr.)—1, U. Bannal and A. B. Hassan; 2, Naranjan Singh and Pradhyal Singh; 3, S. M. Bux and S. Elrahim.

100 Yards (Sr.)—1, Gurdial Singh; 2, Abdom; 3, Abdulah. 100 Yards (Jr.)—1, M. Syed; 2, A. B. Hassan; 3, I. Dawood.

Sack Race (Sr.)—1, A. R. Kitchall; 2, Abdom; 3, A. H. Esmail. Sack Race (Jr.)—1, A. B. Hassan; 2, S. Elrahim; 3, G. R. Ali and W. Khan (dead heat).

220 Yards (Sr.)—1, Gurdial Singh; 2, Abdom; 3, Abdulah. 220 Yards (Jr.)—1, Mohd Syed; 2, A. B. Hassan; 3, S. M. Bux.

Throwing the Cricket Ball—1, Abdom; 2, S. A. Ismail. Class 8 Race—1, Mohd Yusuf; 2, Nazir Ahmed; 3, J. J. Talis.

½ Mile Race (Sr.)—1, Gurdial Singh; 2, Abdom; 3, D. Shamsuddin. ½ Mile (Jr.)—1, Mohd Barkat; 2, S. M. Bux; 3, Mohd Syed.

Class 7 Race—1, Hussain Ali; 2, Mohd Dawood. Arithmetic Race (Upper Classes)—1, Abdulah; 2, S. Elrahim.

Arithmetic Race (Lower Classes)—1, Abdom; 2, R. Shamsuddin. Class 4 Race—1, Dawood Ali; 2, Omar Moosin.

Masters' Race—1, Mr. M. A. Khan; 2, Mr. C. C. Tong. One Mile—1, A. H. Abbas; 2, R. M. Bux; 3, Tara Singh.

Old Boys' Race—1, Mr. D. Mohammed; 2, Mr. A. Hussain; 3, Mr. S. Hassan.

Consolation Race—1, Mohd Hassan; 2, Abdul Karim. Sr. Champion—Gurdial Singh. Jr. Champion—Mohd. Syed.

LOCAL HOCKEY.

CLUB'S TEAM FOR THE COMING MATCHES.

The first team of the Hongkong Hockey Club will play two matches during the coming week, the first on the U.S.R.C. ground on Wednesday at 4.45 p.m. against the 3/15th Punjab Regiment, and the second on the U.S.R.C. ground on Friday at 4.45 p.m. against the Army.

The team for both matches will be—C. L. Gregory, W. Woodward, J. E. Henry, J. Rodger, A. A. Dand (captain), J. E. Noronha, H. Owen Hughes, G. E. R. Divett, C. C. Francis, E. J. R. Mitchell and D. M. McDougall.

Good Win For Navy Against Club.

The Hongkong Hockey Club and a team from the Navy engaged in an exciting hockey match at the U.S.R.C. yesterday afternoon, when victory went to the Navy by three goals to two. The match was remarkable by reason of the great pressure brought to bear on the Navy goal on many occasions. In the second half, no goal was registered, although the Club succeeded in finding the net twice in the first half.

The Club scored the first two goals of the game, these being netted by Francis and Divett, but before the half-time whistle sounded Lieut. Stephenson opened the score for the Navy.

A fierce tussle ensued on the resumption, and the play was much more often in the vicinity of the Navy's goal. However, Lieut. Magnay equalised matters with a goal resulting from a perfect run down by the Navy forwards which the Club defence was unable to stem. Another well combined breakthrough shortly afterwards enabled Lieut. Evans to secure the winning goal. The Navy had been for the first time of the Navy defenders, there is little doubt that the Club would have at least made the game a draw.

INTERPORT GOLF.

BUDD AND MALCOLM NOT COMING.

Information was received yesterday of the composition of the Shanghai team for the interport golf matches to be played at Fanning against Hongkong and Manila early next month. The selected team is as follows: A. R. Blinks, J. F. Pilcher, C. O. Cumming, Lock, R. T. Dennison and K. M. Cumming. It will be noticed that M. W. Budd and H. R. Malcolm, who played in the last two interport fixtures at Fanning, are not in the team.

Blinks and Pilcher are old interporters and have represented Shanghai both here and in the Northern port. C. O. Cumming and Dennison played in the 1928 Interport at Kiangwan and K. M. Cumming, formerly Hon. Secretary of the Royal Hongkong Golf Club, represented Shanghai in the Fanning Interport of 1928.

Provisional arrangements have been made for the interport golf which will take place on Wednesday, February 5, at the Peninsula Hotel.

The Hongkong team has not yet been selected. It is known, however, that Sq.-Ldr. Boushprey will not be available as H.M.S. Hermes will not be here and there is some doubt also as to whether Wrigley will be in Hongkong at the time of the interport matches.

POLO TOURNAY.

TWO TEAMS DRAW WITH OPPONENTS IN FINALS.

The unexpected happened to conclude the Hongkong Polo Club's American Tournament at the Club ground yesterday evening, when the tournament ended in a draw. This means that all of the teams which took part will have to meet again, and a further tournament will be organised in the near future.

In the first chukker of their match against the Old Los, the K.O.S.B. were beaten by one goal to nil. The next match was between Headquarters Officers and the Civilians and resulted in a draw of one goal each the first chukker. After that K.O.S.B. met their former opponents and beat them by one to nil. Headquarters then played the Civilians again with the same result as previously one nil. Thus the four chukkers left the teams exactly where they had started, and a further tournament is necessary.

It was learned with regret that Col. Haskard, of Headquarters, is at present ill at his home at Repulse Bay, and his place in the team had to be taken by Mr. Kelly of the K.O.S.B. A brother officer stated that the Colonel was suffering from laryngitis, and the whole community will wish him a swift restoration to health.

LADIES HOCKEY.

THE FIRST MATCH FOR THE CAER CLARK CUP.

The Kowloon Ladies Hockey Club and the Club de Recreatio ladies will meet in the first match for the Caer Clark Cup on the Y.M.C.A. ground at King's Park at 3 p.m. to-day. The teams are as follows:

Recreio: A. Rozz, A. Basto, L. Silva-Netto, C. Botelho, M. Rozz, H. Remedios, M. Alves, O. Basto, H. Leite, C. Osmund, L. Xavier. Kowloon Ladies: M. Mason, M. Woolley, M. George, N. Field, P. Woolley, P. Whitley, D. Pinget, V. Eastman, E. Anslow, T. Rogers, E. Woolley.

SETTLING THE POINT IN GOLF



Disturbing the Grass.

If a player's ball lies in high grass or bushes, only so much of the grass or bushes shall be touched as will enable the player to find his ball. This prohibits a practice common among many golfers of parting the grass around the ball and pressing it down with the foot or a club so as to enable them to get the ball out more easily. If the grass is parted in the manner prohibited, the player loses the hole, in match play, or two strokes in medal play.

U.S. DELEGATION IN LONDON.

(Continued from Page 1.)

Plymouth Greetings.

London, Jan. 17. (The steamer George Washington, with the American naval delegation) aboard, anchored in Plymouth Sound at six o'clock this morning, two miles from the spot from which the ancestors of some of the delegates sailed with the Mayflower pilgrims.

Mr. Stimson, interviewed by Reuters, said they had a comfortable voyage. "We are coming full of hopes, and with an earnest endeavour to try to make the conference a success," Mr. Stimson declined to discuss questions which may arise at the conference. He expressed the happiness of the delegates, and all their countrymen, that the King was sufficiently recovered from his illness to be able to address the opening session of the conference. —Reuters.

Battleship Plans.

Considerable attention is being given to the proposal on which the British Government hope to secure agreement—prolonging the life of existing battleships until the next revision of naval armaments in five or six years' time. They desire also to secure an agreement at once that, when that time comes, any new battleships built to replace those which will thus be out of date should be of smaller tonnage and gunpower.

A proposal much to the same effect was made by the late Conservative Government at the Geneva Conference, and met with a hopeful reception. Lord Bridgeman estimated that if it had been adopted it would have meant the saving of about fifty million pounds sterling in the period of replacement.

The Times says:—"No doubt the reductions advocated can hardly be as sweeping as both the economists and the important section of naval opinion would like to see them. The British Government are sensitive to the danger of bringing forward too drastic proposals, which might wreck all chance of agreement. But, after long years during which, through unrestricted competition, the size and cost of every class of warship have soared continuously, an agreement to reverse the process would be a very welcome achievement." —British Wireless.

A FOOTBALL TOUR.

HONGKONG TEAM WELCOMED AT SWATOW.

The football team of the Catholic Young Men's Society, composed of sixteen persons, including the manager, sailed for Bangkok at 11 a.m. last Sunday and arrived at Swatow the following day. There the Sporting Club gave the team a warm welcome. The players were taken around the town in cars and tiffin was served at the Sporting Club of Swatow.

A football match was played in the afternoon and the Hongkong team won by two goals to one. The Swatow team opened the scoring, the spot kick being taken by Wai-koon, their star forward, who comes to Hongkong every Saturday to play for Chinese Athletic. Both goals for the Catholic Young Men's Society were scored by David Leon.

A reception was given at the Mee Hotel at noon on Tuesday, when a silver cup was presented to the team, who left Swatow at four o'clock in the afternoon.

Another reception was given by the Motta and Ozorio families, well-known in Swatow, where dancing, man-jong, etc. were freely indulged in. The team will arrive at Bangkok on January 20 and a series of games will be played there.

ITALIAN OPERA.

ENJOYABLE PERFORMANCE AT THE STAR.

It may be said without exaggeration that the company, Sig. Carpi has brought on his Eastern tour this year, is superior to any heard by Hongkong audiences for a long time. Mile. Dealba, with her charming and powerful soprano, Sig. Reali with his rich baritone and most realistic acting, Sig. Taminello with his sonorous tenor, and Sig. Mauceri with a basso profundo of marvellous range, all went last night to make the presentation of "Rigoletto" one of the finest ever witnessed in the Colony. To-night's presentation of "Madame Butterfly" promises to be equally good, Mile. Ferari being cast for Cho Cho San.

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Thursday, 30th January, 1930. Special Tea Dance—(5 p.m. to 7 p.m.)

HONGKONG HOTEL

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Thursday, 30th January, 1930. Special Tea Dance—(4.30 p.m. to 6.30 p.m.)

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Chinese, Fancy or Evening Dress. After Chinese New Year's Eve Carnival 1.30 a.m.
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BRITISH CARS AND
FOREIGN MARKETS.MOTOR MAKERS' DEPUTA-
TION TO CHANCELLOR.

After a series of conferences, the British Motor Manufacturers have announced through Lieutenant-Colonel Alfred Hacking, director of the British Section of the Society of Motor Manufacturers and Traders, the recommendations they intend to make to the Government with the object of increasing employment in Great Britain and of capturing a greater share of the foreign motor markets of the world for British motor vehicles.

The latter trade exceeds 300,000 vehicles per annum, of which the British automobile industry supplies only some 33,000 vehicles. The recommendations are:

(1) Retention of the present McKenna duties on motors, parts and tyres.

(2) In place of the present horse-power tax, as calculated, and present taxes on commercial vehicles, a tax of 10s. per 100 c.c. of cylinder capacity of the engines of cars. This is tantamount to a 33 1/3 per cent. reduction on the present horse-power tax. Commercial motors and motor-cycles also to have a proportionate 1/3 reduction on present taxation rating.

(3) No alteration of the present petrol tax. This is considered high enough. It is contended that if it were increased it would lessen the use of motor vehicles.

Effect of the Change.

This new system of taxation by the c.c. capacity of the cylinders of the engine would allow greater freedom of design in order better to compete against foreign manufacturers in the export market, and would also enable British manufacturers to make models equally suitable for the home trade.

Under the proposed taxation scale the registration or licence duties for a 2,000 c.c. car would be £10 per annum, in place of the present average of £15 per annum, if calculated, as at present, simply on the area of the bore of the cylinder.

Other examples may be given: the 20 h.p. cylinder Austin of 3,410 c.c. would pay £18 instead of the present £24 tax; the 20 h.p. 6-cylinder Armstrong Siddeley £14 10s. instead of £20, for its 2,863 c.c. engine; the Morris Isis 6-cylinder 18 h.p. of 2,458 c.c. £12 10s. instead of £18; and the Rolls Royce 40-45 h.p., taxed at present at £44, would pay for its 7,679 c.c. engine £33 10s. per annum.

British motor makers claim that the Government would gain from this system of taxation as the result of a more general use of motor-cars.

The recommendations will be placed before Mr. Snowden by a deputation.

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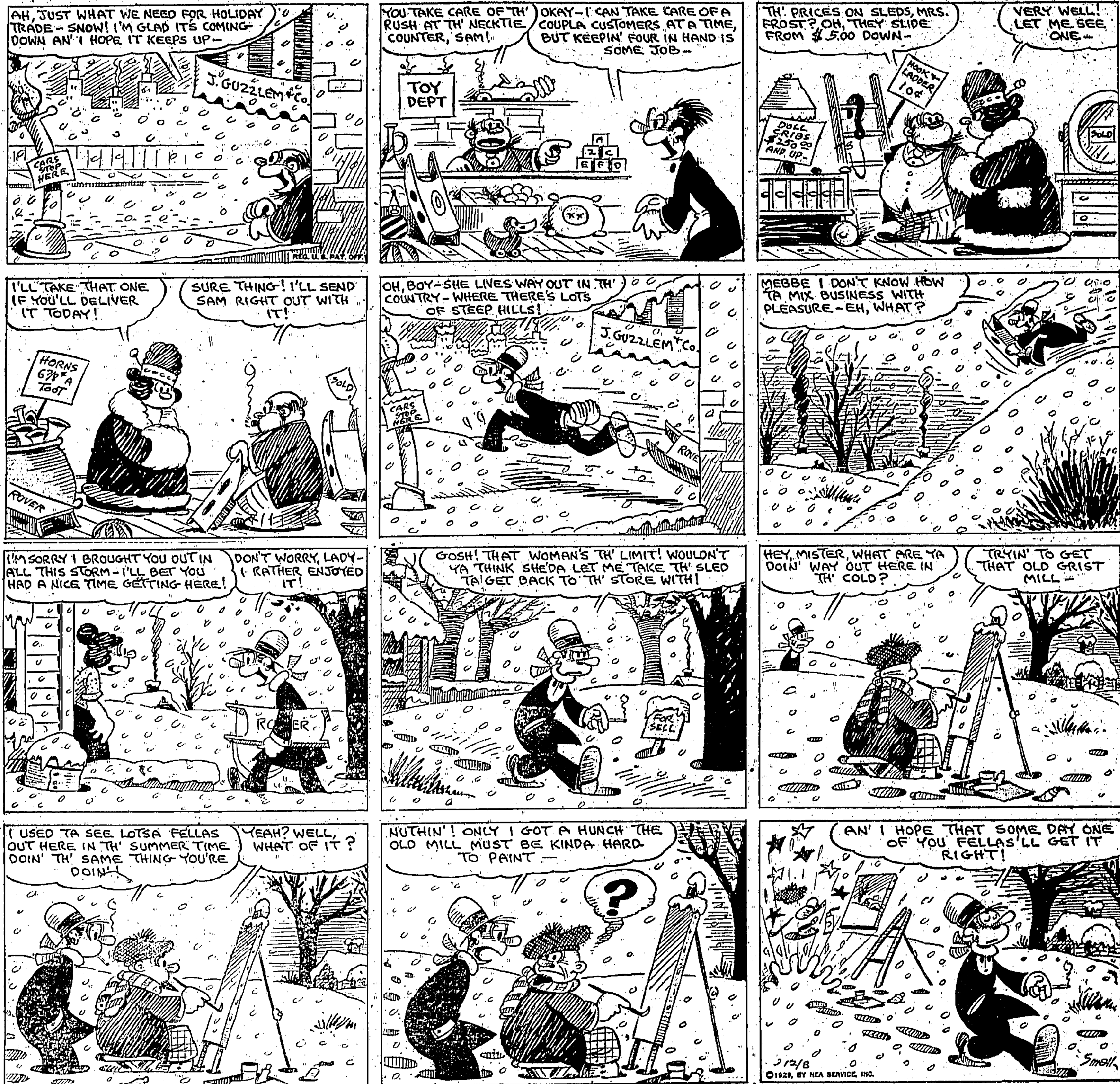
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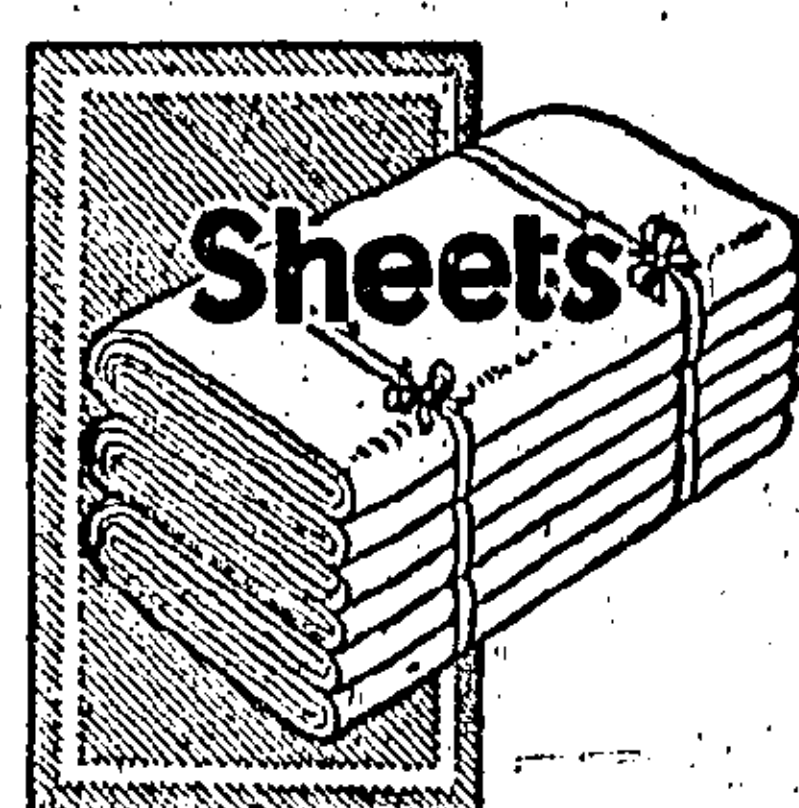


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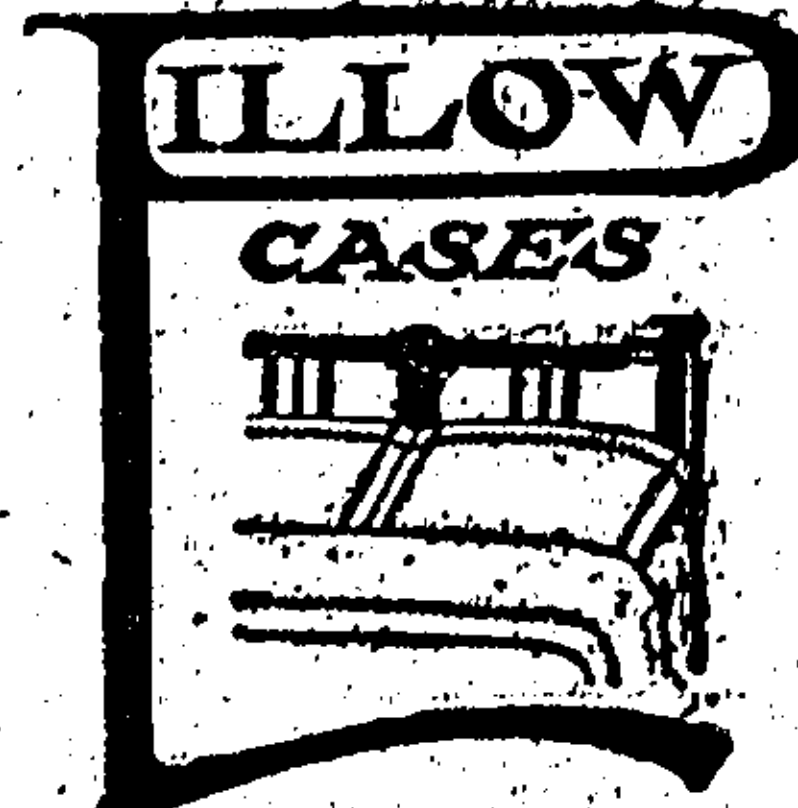
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Avenging Parrot

by Anne Austin

CHAPTER XLV.

"I just hesitated at the door long enough to make sure they were quarrelling, and that it was no place for me," Mrs. Rhodes answered. "But I did hear Jewel say, 'You're crazy, Cora! If Bert Magnus said anything like that to any girl, it wasn't to me! I've never been in Bert's room in my life, much less at midnight last Thursday! And then Cora said, 'You're lying! You've been running after Bert Magnus ever since he came here to board, and I myself heard you offer to help him type his scenario.'"

"Then Cora whirled around and shook her comb at Jewel and said, 'If it wasn't you he was talking to Thursday night at midnight, I'd like to know who it was! There's no other 'perfect stenographer' in this house that I know of, and I heard him with my own ears, Cora says. She says, 'Bert was standing by his dresser with his back turned to the window, and I heard him say, plain as I hear my own voice this minute, "Go to it, Sweetheart! The perfect stenographer!" That's what he said, and if he wasn't talking to you, I'd like to know who it was!'"

"Did you hear anything else, Mother Rhodes?"

"Well, I did listen a second longer, because I thought, if Cora was right and Jewel was cutting monkey-shines in my house, she'd hear from me in a double-quick hurry! But Jewel brazened it out. She says to Cora, 'I'll face Bert with you! He'll tell you it wasn't me!' And Cora said, 'Oh, don't bother. He's already told me it wasn't you, but any fool would know he was just trying to be a gentleman.' And then Cora says, 'Listen, Jewel! I'm not blaming Bert! I blame you, and I'm warning you to leave him alone! I tipped away then, because I didn't want to get mixed up in their quarrel,' Mrs. Rhodes concluded.

"I see," Dundee said, frowning, but he did not see at all. "Why didn't you tell this at the inquest, Mother Rhodes?"

"Because I didn't want to make trouble for Jewel, of course," Mrs. Rhodes answered defiantly. "She was called before I was, and she swore she didn't see Cora after the party broke up downstairs. If I'd told what I heard last night, like as not they'd have arrested Jewel for murdering Cora, and you know as well as I do, Bonnie Dundee, that that slightly, slightly little, pink-size stenographer wouldn't have the nerve to kill a woman just because that woman was jealous of her, or even because she might tell tales on her. Jewel hasn't been so abominably careful of her reputation, anyway, though I don't think there's a grain of real harm in the girl. So I kept my mouth shut, and I'd not have told you if I hadn't thought you had sense enough to know it didn't amount to anything."

"You're a darling," Mother Rhodes said, the boy cried, putting his arm about her as he followed her to the door. "By the way, Bert didn't overhear them quarrelling over him, I suppose?"

"I told you that was just about 11 o'clock," Mrs. Rhodes reminded him severely. "And I guess you heard Bert tell at the inquest that he went for a long walk right after the party broke up downstairs. He didn't get back till after 12, and according to his story, he was asleep almost as soon as he hit the bed."

"I wonder if Jewel has told Bert yet that she and Cora quarrelled over him," Dundee speculated, his eyes narrowing.

"Huh! Jewel ain't a fool! She's not going to tell anybody! Why should she? She thinks Bert stood up for her anyway, whether he was lying or not, and she hasn't any idea I heard a word. Goodness knows, I didn't tell of the poor, flighty kid to get her into trouble!"

"Please don't worry, Mother Rhodes!" Dundee begged. "You did exactly right to tell me, and I give you my word I'm not going to cook up any wild theory about Jewel's murdering Cora."

"You're a nice boy, as boy's go," Mrs. Rhodes admitted. "Now tumble back into bed, and get some sleep. You need it!"

Dundee obeyed her as to the tumbling, but he intended to do some heavy thinking, once his light was off and he could concentrate. The next thing he knew he was starting up to answer a loud knock at his door. Couldn't he be left in peace for a minute? But it was broad daylight and Tilda was calling through the door:

"It's way after nine o'clock, Mr. Dundee, and Mrs. Rhodes says if you want any breakfast you'd better come down right away."

"Upholding the best traditions of the force—sleeping on the job!"

he grinned ruefully, as he padded down the hall for his shower.

When he entered the dining room, only Mr. Lawrence Sharp sat at the big centre table, the morning paper propped against the sugar bowl.

"Hallo! Where's everybody? I suppose I'm the last one down," Dundee greeted the head of Marcus-Cram's Hosiery department cheerfully.

"Good morning!" Mr. Sharp answered with rebuking solemnity. "Although this is the Fourth of July, it isn't day for this household, Mr. Dundee. The wife had her breakfast in bed. The poor girl is sadly upset over the tragedy. It is an outrage that the police won't let us move to more pleasant quarters, where we could try to forget."

"It is too bad," Dundee agreed, peering at his cantaloupe. "Everybody taking a holiday, I suppose, and going to the funeral this afternoon?"

"Jewel elected to work until funeral time," Mr. Sharp answered. "You know she's a public stenographer—her own boss. And Mr. Dowd is taking advantage of the holiday to find prospective subscribers to *The Morning News* at home this a.m. I understand. I take it that the whole household except yourself will attend the funeral, sir. Mrs. Rhodes made rather a point of it."

Dundee grinned. He knew where that idea had originated. What would he do without her help?

Mr. Lawrence Sharp caught the grin and rose in pompous disapproval. "Here is the morning paper, sir. It seems odd to see one's own and one's friends' photographs so prominently displayed in the press."

Alone, Dundee studied the picture layout. As the paper proudly assured its readers, these were brand-new pictures, snapped by alert photographers before and after the inquest of Wednesday.

"Good heavens! They caught me squinting, and I thought I was cured of that habit when a mere infant!"

Well, picture of Jewel—but I fancy I detect a gleam of fear in your eyes, by Jewel!

Caught up this time I see, Mr. Dowd, he went on cheerfully. "Phil's face—looking right into the camera, and not bad at all. Quite a clear likeness." Mother Rhodes, you really ought to learn to smile pretty at the birdie! And dear Walter, what's your grinch about?" he silently addressed the snapshot of the scowling young proprietor of the financially crippled "Gentlemen's Shop."

"Oh, Norma, Norma, why do you have to be so exactly what I've dreamed of and inexpressibly engaged to another man?"

But he was not half so sorrow-stricken as he pretended to be, or he could not have devoted himself so ardently to the plate of bilious eggs which Tilda set before him.

"My hat was on crooked," Tilda mourned, looking over his shoulder at the propped paper.

"So it was, Tilda, but your face was never more charming," he assured her ambiguously but truthfully.

Tilda, blushing furiously, rewarded him with a whole pot of piping hot coffee, and it was an extremely well-fed young man who shortly left the Rhodes' house, bound for the offices of *The Morning News*. He paused briefly on the front steps and addressed Mr. Sharp as if all were harmony between them.

"I've been having a little trouble with my eyes. Thought I ought to have an oculist give them the once-over," he said mendaciously. "Can you recommend a good man, Mr. Sharp?"

"Certainly, certainly!" Nothing pleased Mr. Sharp so much as having his opinion asked. "My man is Dr. Edmund Bolger, offices in the Gaylord Building, on Main Street, you know. Fifth and Main. Closed to-day, of course."

What seems to be the trouble, Dundee?

"Spots, and er—floating specks," Dundee replied vaguely, and after shanking Mr. Sharp heartily, continued on his way.

About an hour later Dundee was admitted to the study of Hamilton's leading handwriting expert, Mr. Norman Brooks, to whom he had been sent by his uncle, Police Commissioner O'Brien.

"I'd like a snap judgment, Mr. Brooks," Dundee explained, "not a detailed analysis—yet. Could you tell me, offhand, whether in your opinion the same man wrote these?" and he laid before the expert the specimens of Dan Griffin's handwriting, procured by Lieutenant Strawn from the bank in Belton—and these, and he

LEGAL AID ABROAD.

ADVICE TO BRITISH SUBJECTS TO CONSULT CONSUL.

In view of cases that have come to the knowledge of the authorities, it is considered advisable in British authoritative quarters to call attention to the fact that if legal assistance is required by British people abroad it would be in the interest of all concerned if, before making any decision as to the engagement of legal assistance, people would first communicate with the British Consul and thus avoid disappointment and expense. This applies not only to countries where another language is spoken, but also to English-speaking countries.

In a case which lately came to the notice of the authorities, relations living in England in clearing up the affairs of an old lady, who had been living in a single room in an American city in apparently abject poverty, but who in reality left a few thousand dollars which she had hoarded, found themselves charged with a funeral costing over £100, and the advisers who had been engaged, apparently considered it necessary to pay £20 for Masses for the repose of the soul of the deceased.

When this item was queried, it was suggested that to refuse such a contribution would be considered an outrage "in the Catholic circle" in which the lady lived.

added three receipts for subscriptions to *The Morning News*.

The expert studied the exhibits for a long minute in silence. Then he looked up and shook his head. "I do not believe any handwriting expert could say with confidence that they were or were not the work of the same hand. You have of course observed that these receipts are signed in what is popularly called 'printing'."

"Yes, that seems to be Henry Dowd's line now, and he intends to stick to it," Dundee agreed. "He signed the Rhodes House register the same way, and also made this notation in the same clumsy fashion," and he showed the expert the envelope on which had been "printed" the three names—Henry Dowd, Herman Dodd, Henry Dowd. "As you see, Mr. Brooks, our amateur printer was torn between three aliases, and finally chose 'Henry Dowd'—heaven only knows why. Then the same man may have written both?"

"Or may not. A microscopic analysis might betray some definite points of similarity, but I doubt if there would be sufficient evidence to hold up in court, which is undoubtedly what you have in mind."

"So that, too, is that," Dundee told himself as he left Brooks' house. "And Friend Henry is exactly as clever as I knew he must be, provided he is Dan Griffin. And I am as far from being able to prove he is Griffin as I was before Strawn went to Belton. But if he isn't Griffin, who the deuce is he? And why does he sneak around under an alias and disguise his handwriting? He's got to be Dan Griffin! There's nobody else that comes anywhere near filling the bill! Oh, Lord! What a washout as a Sherlock I've turned out to be! Maybe what I need is a Watson," he concluded his gloomy reflections with a grin.

That last foolish idea occurred to him as a big-time inspiration when he encountered Norma Paige in the second floor hall just before two o'clock—the hour set for Mrs. Hogarth's funeral services.

at the undertaker's parlour. The girl was dressed all in white, except for a band of black velvet ribbon about her lachrymose hat. She wore no rouge, and her lovely little face, even to the lips, was pathetically pale.

"I wonder if you'd let Cap'n keep me company this afternoon?" he asked eagerly.

Her dark-blue eyes stared at him with incredulity and reproach. "I thought you said you were going to work this afternoon, which was why you couldn't attend the funeral," she said stiffly. "I should think the parrot would be quite distracting. He chatters a lot. However—"

"Thanks awfully!" Dundee interrupted contritely. "I am going to be busy, but—funny as it may sound—I'm counting on Cap'n to help me!"

(To be Continued.)

CINEMA NOTES.

MAGIC OF MOVIE-TONE AND ART JOINED.

A picture with big moments in dialogue, directed by the man who made "7th Heaven" and other box-office hits, Frank Borzage, comes to the Queen's Theatre on Sunday. It is "The River." For Movie-Tone talking picture in which Charles Farrell, Mary Duncan, Margaret Mann and Ivan Linow take part in audible scenes. The story of "The River," by Tristram Tupper, relates a modern Pilgrim's Progress—the "pilgrim" being a young man who, reared in the backwoods, decides to see the world and its women by means of a river boat made with his own hands. The first woman he sees who attracts him, and the last to whom he chooses to give his love, is a worldly-wise miss waiting in a secluded place for her consort—a construction camp foreman—to return from prison, to which he had been committed for murder.

In a lonely mountain cabin, Borzage is said to create situation after situation which have no counterparts in the history of motion picture direction. Although in Miss Duncan he had an entirely different type from Janet Gaynor, whom he previously has led through many touching dramas, Borzage is said to emerge from this production more strongly entrenched than ever as a foremost producer. Farrell, in both the silent and audible sequences, is simply Farrell—the amazing young actor who time and again has had the world of film enthusiasts at his feet. These are opinions freely expressed by New York reviewers.

John Hunter Booth, Broadway playwright with many successes to his credit, wrote the dialogue which heightens the realism of "The River." A. H. Van Buren, who directed the original stage version of "The Trial of Mary Dugan," staged the articulate portion of the picture, with A.F. Frickson.

Love and Thrills in "The Pagan."

"The Pagan," John Russell's celebrated novel of the South Seas, with Ramon Novarro as the hero, is the attraction now playing at the Queen's Theatre. This new Metro-Goldwyn-Mayer picture, a sound synchronized film, with singing sequences, which introduces Novarro as a singer on the vocal screen, was filmed in its entirety in the islands. It is a vivid drama of a young islander's struggle against the encroachments of civilization, and has a charming love story, punctuated with battles under water, with sharks and other thrills of the tropics, as details.

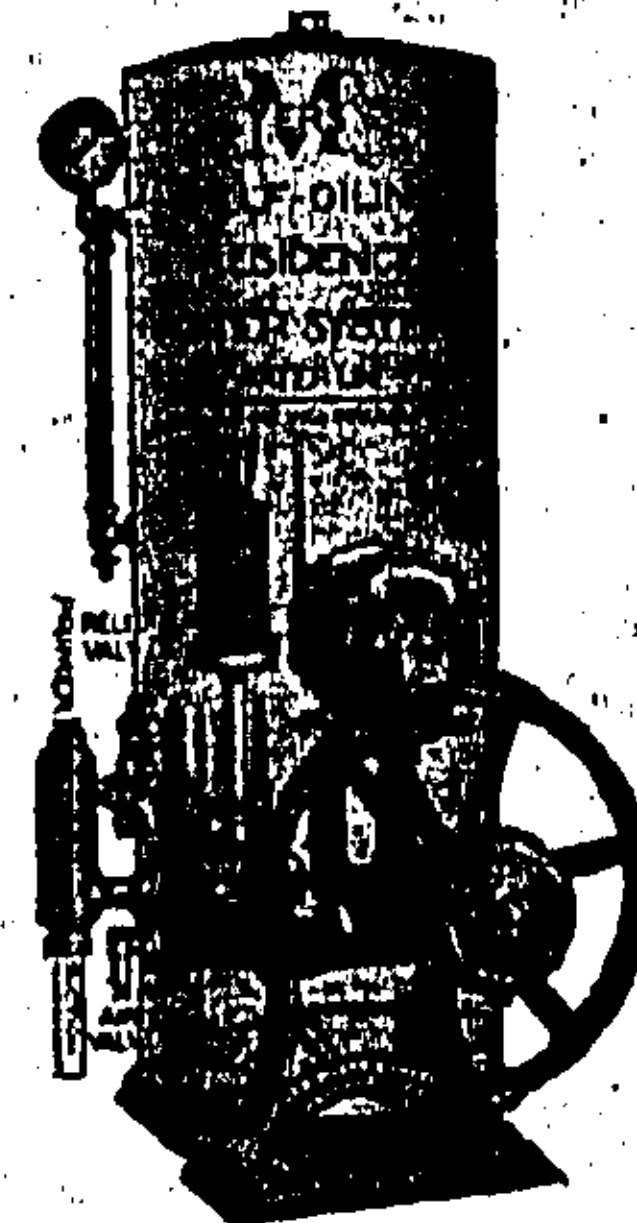
W.S. Van Dyke, who directed "White Shadows in the South Seas," directed the new picture. Renee Adoree, Donald Crisp, Dorothy Janis, and others of note appear in the cast.

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LOCAL ESTATES.

PROBATE GRANTED AT SUPREME COURT.

Chan Chung-fong, a returned emigrant from Annam, who died at Yat Tak Road, Canton, on September 8, 1929, left Hongkong estate to the value of \$9,700, all of which is bequeathed to Wun-choi, widow, to whom probate has been granted and Chan Lin-ho, daughter, both of whom are temporarily residing at No. 30, Queen's Road East, who are appointed executrices in the will. Testator was a native of Sai Chiu Heung, Nam Hoi District in the Prefecture of Kwang Chow, Kwangtung. He left his native village for Annam where he started a firm under the style of Chan Chung-kee. He stayed there until frequently attacked by illness when he returned to Canton where he died.

Among the bequests to the executrices are the business in Annam and shop premises known as No. 5, St. Francis Street, Wan-chai, Hongkong.

Local estate valued at \$3,000 was left by Mok Tang-kan, otherwise Mok Ting-kan, otherwise Mok Tun-kan, who died at No. 40, Tung Wang Street, Canton, on December 25, 1928. Probate of the will has been granted to Mok Chan-shi, alias Chan Wan-sheung, widow, who is living temporarily at No. 3, Yin Wa Terrace, Hongkong.

Testator appointed his widow sole executrix with full power to manage the estate and liberty to dispose of it in her own discretion.

Letters of administration to the estate of Cheong Sek-po, alias Cheong Hin-wing, widower, who died intestate at Kew Hang Village, Hoek Shan District, Kwangtung, on November 25, 1926, leaving Hongkong estate to the value of \$2,000 have been granted to Cheong Yue-nam, only son, living at No. 10, Thillier Street.

The reason given by petitioner for the delay in applying for administration is that until August 3, 1929, he was unable to find persons willing to enter into an administrative bond.

LETTER GOLF.

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2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each

D'AGUILAR STREET SQUABBLE.

WOMEN FINED FOR USING BAD LANGUAGE.

Three Chinese women played principal roles in a case which was brought into Court, before Mr. Grantham, yesterday afternoon.

Mrs. Suen Sze-ting, living at No. 40, D'Aguiar Street, proceeded against a former amah and another woman on charges of assault and of the use of "profane, abusive and insulting words," and in evidence, disclosed that the incidents developed from a fruitless search which she has been making of a lost child.

The girl, who was 12 years of age, did not return from school on January 2, and suspicion fell on an amah, the first defendant, who had left Mr. Suen's service only the day previously.

Mrs. Suen conveyed her suspicions to the police, and eventually, the amah was arrested after a search, and taken to the Police Station for examination. Apparently, the result of that examination did not justify her further detention and she was released.

On the afternoon of January 7, it was then stated, the woman, called at the house of her former mistress and demanded "compensation" money for her detention by the Police. In this, she was backed by ten or eleven other women whose houses had been searched in the course of the police investigations.

It was stated that, at this stage, there was much jostling and scratching with finger nails, but finally, the visitors were forced into flight, being alarmed by a whistle which Mrs. Suen blew to attract police aid.

The husband of Mrs. Suen returned at this moment with a constable, and the amah and one of the other women were intercepted and arrested.

On the way to the Police Station, it was said that the amah belaboured Mr. Suen with a broom which she suddenly seized from a stall-holder. She is alleged to have also used poisonous epithets, designed to attract the attention of the crowd to Mrs. Suen.

At the conclusion of her evidence, Mrs. Suen was questioned by the Magistrate in regard to the circumstances preceding the row in her flat and admitted that she first lifted a hand to push the amah out of the door.

His Worship acquitted the two defendants of assault but found the charge of using abusive language proved. He fined them \$5 each on this count and bound both women over.

LIKIN TO GO.

NANKING ISSUES MANDATE ABOLISHING TAX.

Nanking, Jan. 17. The Government has issued a mandate that beginning from October 10, all likin and similar irregular forms of taxation, all over the country, will be abolished.—*Reuter.*

jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

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PROGRAMME FOR TO-DAY FROM ZBW.

Experimental relay transmissions of distant stations are to be made nightly by ZBW, excepting on Sundays and Mondays, between the hours of 7 p.m. and 9 p.m. The transmission is dependent upon favourable conditions and when conditions are unfavourable, records will be played.

The following programme is to be broadcast by ZBW, to-day:—
11-11.30 a.m. Commercial news.
12 Noon-1 p.m. Demonstration programme.
1.45 p.m. Weather report.
7.00-9.00 p.m. Experimental relay transmission.

9.00 p.m. Evening programme of H. M. V. and Victor records by courtesy of Messrs. Musica.

Gems from "Cavalleria Rusticana."
—Mosses of Oranges—Also the Song—Lola's Ditty—My King of Roses—Santuzza's Aria—Drinking Song—Master Anthem. (Mascanig).

Victor Opera Company. Mixed

Voices with Orchestra.

Gems from "Pagliacci."—Bell

chorus—This Evening at Seven—Ye

Birds without Number—Pagliacci's

Lament—Just Look, My Love—See.

Thy Come. (Leoncavallo).

Victor Opera Company. Mixed

Voices with Orchestra.

Dance music.

10.00 p.m. "Old Time Song." Jack

Hyton and His Orchestra.

Dance music.

10.30 p.m. Chinese programme.

11.00 p.m. Close down.

"To-morrow's" Programme.

10.55 a.m. Morning services relayed

from St. John Cathedral.

12.10 p.m. (approx.) to 1.00 p.m.

Chinese programme.

1.45 p.m. Weather report.

7.45 p.m. Weather report.

9.00 p.m. Programme of Columbia

records supplied by courtesy of

Messrs. Anderson.

"Dance Macabre." (Saint-Saens),

Sir Henry J. Wood.

"The Meistersingers—Prelude Song,"

(Wagner: arr. W. H. Squire).

"Shenandoah, Sea Shanty,"

(E. Thiman).

"Cello solo by W. H. Squire.

"Roll On, Thou Deep and Dark

Blue Ocean," (Bates).

"Simon the Cellarer," Norman Allin.

"Scherzetto: Grand Fantasy,"

(Wagner).

Band of the Garde Republicaine.

"Not Old." (Day).

"The Difference,"

(Kelly and Longstaffe).

Monologue by Bransby Williams.

"La Gioconda: Dance of the Hours,"

(Puccini).

Columbia Symphony Orchestra.

"Prelude in C Sharp Minor,"

(Rachmaninoff).

"Sleepers Awake,"

(Organ: Choral) (Bach-Busoni).

Planoforte Solo by William Murdoch.

"Sanctuary of the Heart,"

(Albert W. Ketelbey).

Albert W. Ketelbey's Concert Orch.

"Ship that Pass in the Night,"

(Longfellow and Stephenson).

"Valse" (d'Arch and Russell).

Madame Clara Berens, Contralto,

with Piano.

"Aida: Grand March, (Verdi).

Milan Symphony Orchestra with

Chorus.

10.30 p.m. Close down.

COST OF LIVING.

London, Jan. 17.

A slight fall in the cost of living is recorded in the monthly return of the Ministry of Labour, which states that at January 1 the average level of commodities was approximately sixty-six per cent. above that of July, 1914.

The corresponding figure for one month ago, and one year ago, was sixty-seven per cent.—*British Wireless.*

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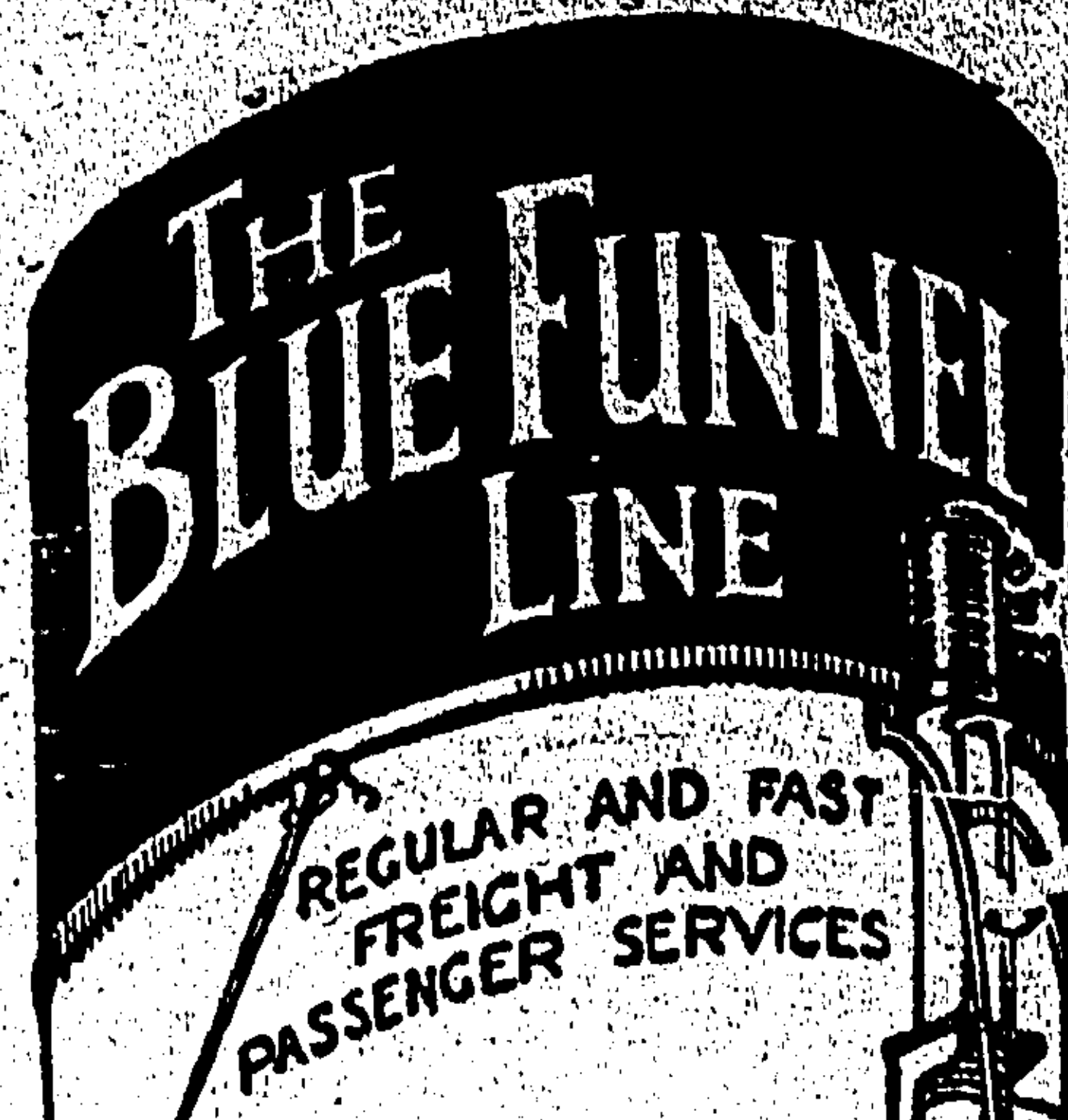
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"ANTHLOPHUS" 20th Jan. Genoa, Havre, L'pool & G'gow
"BELLEROPHON" 9th Feb. Havre, Liverpool & Glasgow

NEW YORK SERVICE

(With transshipment at Singapore) Hongkong to New York 51 days
leaves H.K. leaves N.Y. 27 days

"ANTENOR" 22nd Jan. "ACAPENOR" 3rd Feb. 13th Mar.
"HECTOR" 19th Feb. "FRUITUS" 3rd Mar. 10th April

PACIFIC SERVICE

via Kobe & Yokohama
"IXION" 23rd Jan. Victoria, Vancouver & Seattle
"TYNDAREUS" 15th Feb. Victoria, Vancouver & Seattle

INWARD SERVICE

"MENTOR" 20th Jan. S'hai, M'ji, Kobe & Y'ko
"LAOMEDON" 22nd Jan. Takao, N'hai, Kobe & Yokohama

PASSENGER SERVICE

"ANTENOR" 22nd Jan. Singapore, Marseilles & London
"HECTOR" 19th Feb. Singapore, Marseilles & London

Sails at Daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to

BUTTERFIELD & SWIRE.

Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

Tenyo Maru ... Wednesday, 22nd Jan.

Korea Maru ... Thursday, 6th Feb.

SEATTLE, VICTORIA via Shanghai & Japan Ports

Iyo Maru ... Tuesday, 28th Jan.

Siboria Maru ... Wednesday, 12th Feb.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Hakozaki Maru ... Saturday, 25th Jan.

Hakusan Maru ... Saturday, 8th Feb.

SYDNEY & MELBOURNE via Manila & Ports.

Aki Maru ... Wednesday, 22nd Jan.

Kaga Maru ... Wednesday, 19th Feb.

BOMBAY via Singapore, Penang & Colombo.

Nagato Maru ... Thursday, 28th Jan.

Bengal Maru ... Friday, 31st Jan.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Bokuyo Maru ... Monday, 27th Jan.

SOUTH AMERICA (EAST COAST) via Singapore.

Capetown & Ports.

Bingo Maru ... Wednesday, 5th Feb.

NEW YORK, BOSTON via Panama.

Atago Maru ... Saturday, 1st Feb.

LIVERPOOL via Port Said, Constantinople,

Delagoa Maru ... Monday, 17th Feb.

Genoa & Marseilles.

CALCUTTA via Singapore, Penang & Rangoon.

Ceylon Maru ... Wednesday, 29th Jan.

SHANGHAI, KOBE & YOKOHAMA.

Morioka Maru ... Monday, 20th Jan.

Haruna Maru ... Monday, 20th Jan.

Lyons Maru ... Friday, 24th Jan.

Cargo only.

Reduced 1st class Excursion Rates quoted between

SHANGHAI FIRES.

STUBBORN BLAZE IN B. AND S. GODOWN.

Shanghai, Jan. 12. The second spectacular fire to occur on Shanghai's water front inside two weeks took place last night, one of Messrs. Butterfield & Swire's godowns blazing furiously and being fairly thoroughly gutted. Fast work by the firemen prevented the flames from spreading to the adjoining godowns and they were in control of the situation after an hour, although they did not completely extinguish it until about midnight, working in freezing weather.

The alarm was given at 6.30 p.m., and the members of the French Volunteer Fire Brigade "Le Tourant" from East Station, just round the corner from the godown, were on the scene in a few seconds. They tackled the danger zone, the western and southern walls of the godown, as this is where the fire was burning the fiercest and threatening godowns across the alleyways owing to a north wind. Putting up a barrage of water they prevented the flames from spreading, while firemen from other stations laid their lines of hose on the northern side of the godown, playing their streams of water from ladders in the alleyways or from opposite walls, down on to the flames above. There was no chance of getting into the godown itself, except at the Bund end, and here firemen laid on a line.

The Fire Plant Too. Seven pumps of the French Brigade worked hard for an hour, as did the Fire Plant of the International Settlement Brigade.

About 7.30 p.m. several of the machines were able to return to their stations, as the fire had been localized, while the others continued with their efforts. The roads and alleyways were a sheet of ice, and fingers grew numb after holding a hose for two or three minutes.

The goods in the godown, Butterfield's No. 11, consisted chiefly of Chinese medicines and herbs; in one place in an alleyway there was a pile of dried lilies that had come out of the godown, that seemed quite edible.

It is the godown situated next but one to Butterfield's office building, and flames from it were visible along the Bund soon after 7 p.m. last night, despite buildings intervening in the line of view. It is estimated that flames were shooting to a height of 50 feet in places.

Enormous Loss.

Late yesterday it was learned that the estimated damage to the building and cargo was Tls. 500,000. The building itself was insured for Tls. 35,000. The cargo came in on the str. Ngankin yesterday afternoon.

One of the oddities of the fire was that when the members of the Brigade attempted to clear up their apparatus and return to their stations, they found many of the extension ladders were frozen fast by the quantity of water which was thrown against the building.

It was not until choppers and other small implements had been used to hammer the ladders free that they could be lowered into their regular positions and loaded on the Brigade trucks.

FOREIGNERS' LOSSES.

Offices and Mess of Shanghai Dock Co. Destroyed.

Shanghai, Jan. 13. Five foreigners early yesterday morning lost all their belongings when their quarters at the Shanghai Dock & Engineering Co., Pootung, were destroyed by fire. One of the five has just returned from home leave, and all the new furniture he brought out for his rooms was burnt, together with \$60 in Bank of England notes, while another, due to sail for England on Tuesday, lost \$200 which he was to take with him on the trip.

Hard work under difficult conditions was carried out by the men of the Shanghai Fire Brigade, naming their own fire float "Fire Dragon" and also the Customs float. The Fire Dragon had done excellent work under Station Officer C. C. Caynes a few hours previously at the Butterfield & Swire godown blaze on the French Bund, leaving that at 9 p.m. It turned out again for the second time that night when the Customs River Police telephoned in to give the alarm to Central Station at 4.30 a.m.

Practically the whole building was gutted, the centre portion suffering the worst, and the foreigners living in the building lost all their belongings, except the clothes which they put on when the alarm was given and one or two small possessions they managed to seize as they left the place. The whole roof of the building fell in while the only floors left intact are the first floors of the north and south wings respectively.

The foreigners living in the house were Messrs. A. B. Morris, McMillan, J. Smyth, J. Burns, H. Watt and R. Johnson.

THE CHICHIBU MARU.

NEW VESSEL OF N.Y.K. ON SUCCESSFUL TRIAL RUNS.

The Chichibu Maru, which developed a maximum speed of 21 knots on her trial run and average 20.65 knots, is the last of the three liners built for the San Francisco run. She resembles her two sister ships—the Asama Maru and Tatsuta Maru—except in interior decorations. The whole of the decorative work and furnishing of the public rooms on both the Asama Maru and Tatsuta Maru have been handled exclusively by Messrs. Waring & Gillow of London, but in the case of the Chichibu Maru this work has been executed by Messrs. Heaton, Todd & Co. of London and Ateliers d'Art Simon of Paris—each firm taking charge of different rooms and giving full display to their respective individual merits. As an exception, however, the verandah has been effected in the tasteful Japanese style by Messrs. Takashima-ya of Tokyo—a firm well-known for its beautiful decorative works in silk and brocade, and patronised by the Imperial Household.

The Chichibu Maru has dimensions slightly larger than her sisterships, also details of her equipment differ somewhat. She has a displacement of 22,200 tons and gross tonnage of 17,300 tons. Her length is 583 ft. 3 in., beam 74 ft. depth 42 ft. 6 in., and loading capacity 8,000 tons. Unlike her sister-ships, the Chichibu Maru is equipped with two sets of Burmeister and Wain Diesel engines, from that famous Danish firm.

The passenger accommodation of the new ship comprises 243 saloons, 95 second and 500 steerage passengers. She is fitted with only one funnel, two masts, two propellers and seven decks—constituting one of the finest and largest vessels Japan has ever built. As to the navigators' equipment, entirely up-to-date apparatus of all kinds has been installed, including electrically operated telegraph, gyro-compass, automatic steering gear, deep-sea sounding machine, radio direction-finder, searchlight, clear view screen, range-finder and draft-measuring equipment.

Accommodation for passengers includes a sumptuous lounge, an immense dining-saloon, spacious verandah, cozy smoking-room with attached bar, a restful reading and writing-room, a Japanese room, gallery, nursery, large swimming-pool, well-equipped gymnasium, etc. The Chichibu Maru is scheduled to leave Kobe on her maiden voyage for San Francisco on April 1.

FAREWELL RECEPTION

TICKET HOLDERS TO BE HOSTS.

In connexion with the advertisement, which appears in another column, relating to the reception to H. E. the Governor and Lady Clementi, we are asked to state that all residents who desire to be hosts on that occasion can do so by obtaining tickets in the manner stated in the advertisement.

Apart from His Excellency the Governor and his staff and Lady Clementi, the only guests will be the foreign Consuls.

It may be added that it was His Excellency's wish that the reception, in the course of which the addresses will be delivered, should be held on the Cricket ground rather than at the Theatre, so as to give him the opportunity of moving about freely among and conversing with those present.

DAMAGES ASSESSED.

JUDGE MAKES AWARD IN CAR COLLISION SEQUEL.

The damages sustained by a public motor car in a collision which occurred in the early hours of December 13, 1929, at the junction of Pedder Street and Des Voeux Road, were assessed by the Puisse Judge (Mr. Justice Wood) in the Summary Court yesterday afternoon. The matter was connected with the action recently brought by Kan Hung, No. 34, Bowrington Canal Road, owner of public car No. 257, against Pariah Singh, No. 3 Gresson Street, owner of public car No. 235.

Plaintiff alleged his car was damaged when defendant's car came into collision with it, the accident being due to defendant's negligence. Details of damage were—charges of Mei Chow garage for repairs, \$160; compensation for garage for three days at \$15 a month, \$1.50; compensation to two drivers for three days at \$50 each per month, \$9.99, and loss of use of car and profits for three days at \$10 per day, \$30, making a total of \$201.49.

Negligence Denied.

Defendant denied negligence but alleged negligence against plaintiff in a counterclaim for \$10, made up as follows: Charges of Chu Tim garage for repairs, \$35; compensation to driver for three days, \$5, and loss of use of car and profits for three days at \$10 a day, \$30.

Mr. F. C. E. Rendall conducted plaintiff's case and Mr. A. el Arcuili defended.

When the action first came before the Court a week ago his Lordship held that defendant was to blame and should pay damages suffered by plaintiff. The case was adjourned until yesterday in order to enable evidence of the amount of damage to be given.

Yesterday, defendant was absent and Mr. Arcuili was not in Court.

Mok Yee, foreman of the Mei Chow garage, gave evidence of repairs effected to plaintiff's car, and Wong Pan, accountant, produced the bill which, he stated, had been paid.

His Lordship:—Well, Mr. Rendall, are the charges excessive or not?

Mr. Rendall:—I don't think they are. I am a motorist and I have owned cars at various times.

Damages for Plaintiff.

Plaintiff, giving evidence as to wages, said he employed one foki whom he paid \$50 a month. The car ran on an average five hours a day and earnings were about \$3.50 per hour. Plaintiff added his takings each day averaged \$10 of which between \$7 and \$8 was profit. In addition there were tips.

His Lordship, in scrutinising the bill, reduced the claim to \$188.50 for which amount he gave judgment for plaintiff and ordered defendant to pay the cost of the hearing for that day.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship.

"GENERAL METZINGER" Arrived Hongkong on Wednesday, 15th January, 1930.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co. Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday, the 24th January, 1930, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Tuesday, the 21st January, 1930.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS.

Hongkong, 15th January, 1930.

THE CHINA COAST.

LATEST CHANGES AND APPOINTMENT.

Captain J. M. Byrne, of the Fengtien, is on home leave. Captain N. Hardie, from reserve, has gone master, Fengtien.

Captain W. J. Andrews, from special duty, has gone master, Linan. Captain W. J. Larter, of the Linan, is on special duty.

Captain C. B. L. Stringer, from reserve, has gone master, Chang Sha. Captain A. von Winkler, of the Chang Sha, is on reserve.

Mr. J. H. McLaren, extra chief officer, Shengking, is on special duty.

Mr. J. W. Smith, second officer, Wanhien; has gone second officer, Tean. Mr. T. E. Keen, second officer, Tean, has gone second officer, Wanhien.

Mr. E. Williams, chief officer, Woosung, has gone chief officer, Wanhien.

Mr. E. M. Swan, chief officer, Kian, has gone extra chief officer, Wanhien. Mr. G. R. Torrible, from reserve, has gone chief officer, Kian.

Mr. N. D. Fletcher, from reserve, has gone extra second officer, Fausang. Mr. E. T. Griffiths, second officer, Fausang, is on reserve.

Captain G. Rohde, of the Teangtsh, is on reserve. Captain A. R. Smith, of the Hain Teangtsh, has gone master, Teangtsh.

Mr. A. Robertson, from Home, has been appointed third engineer officer, Kiangsu.

Mr. J. Gunn, chief engineer officer, Waihsing, is on reserve. Mr. B. H. R. Fookes, second engineer officer, Waihsing, has gone acting chief engineer officer, same ship. Mr. E. J. Grainger, from reserve, has gone second engineer officer, Waihsing.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

WRITE, WRITS, WAITS, WARTS, PARTS, PORTS, POETS, POEMS.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Editions, Western Union and Watkins, Benson's, Marconi.

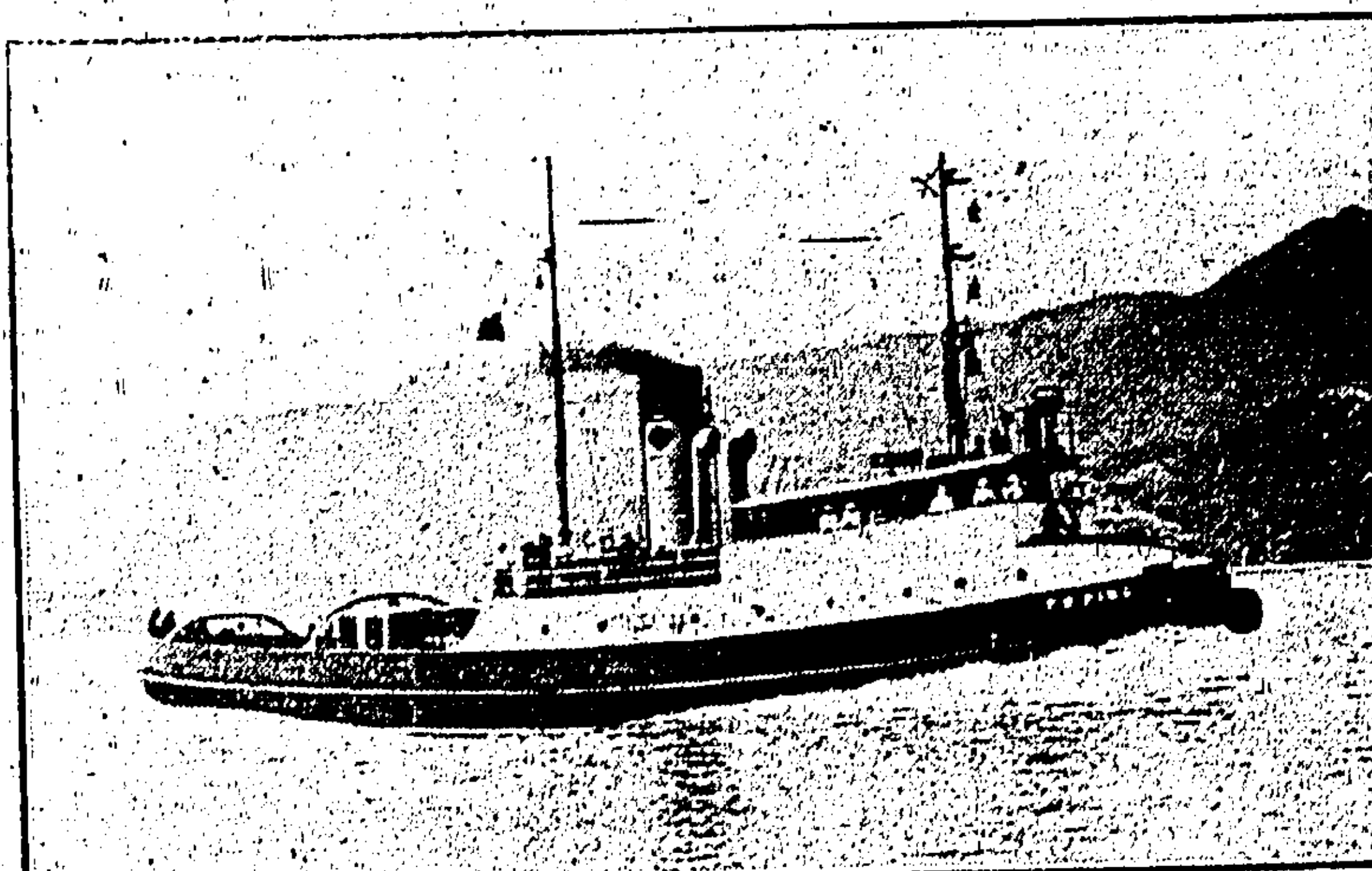
Dock Owners, Ship Builders, Marine & Land Engineers, Boiler Makers, Iron Steel & Brass Founders, Forge Masters, Electricians.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700 ft. x 88 ft. x 80 ft.

Call Flags, Hongkong Harbour.

International Code—Engineer "K" or "U", Shipwright "I", Boiler-maker "V".



STEAM TUG "FU PING".

Built to the order of the Kailan Mining Administration, Tientsin, for service in Chinwangtao.

Dimensions:—Length B.P., 110 ft.; breadth mid., 25 ft.; depth mid., 11 ft.;

730 I.H.P. Mean speed 11.55 knots on trial.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

KLAVENESS LINE
(PACIFIC COAST-ASIATIC SERVICE)

(A. F. KLAVENESS & Co. A/S. OSLO, NORWAY.)

REGULAR TRANS-PACIFIC SERVICE.

Hongkong direct for:

SHANGHAI, SAN FRANCISCO, LOS ANGELES, PORTLAND, VANCOUVER, SEATTLE and TACOMA.

M.S. "BONNEVILLE" Loading Hongkong 8th Feb. Also issuing through Bills of Lading for United States, Gulf and Atlantic ports, with transshipment at San Francisco by quickest route.

INWARD BOUND:

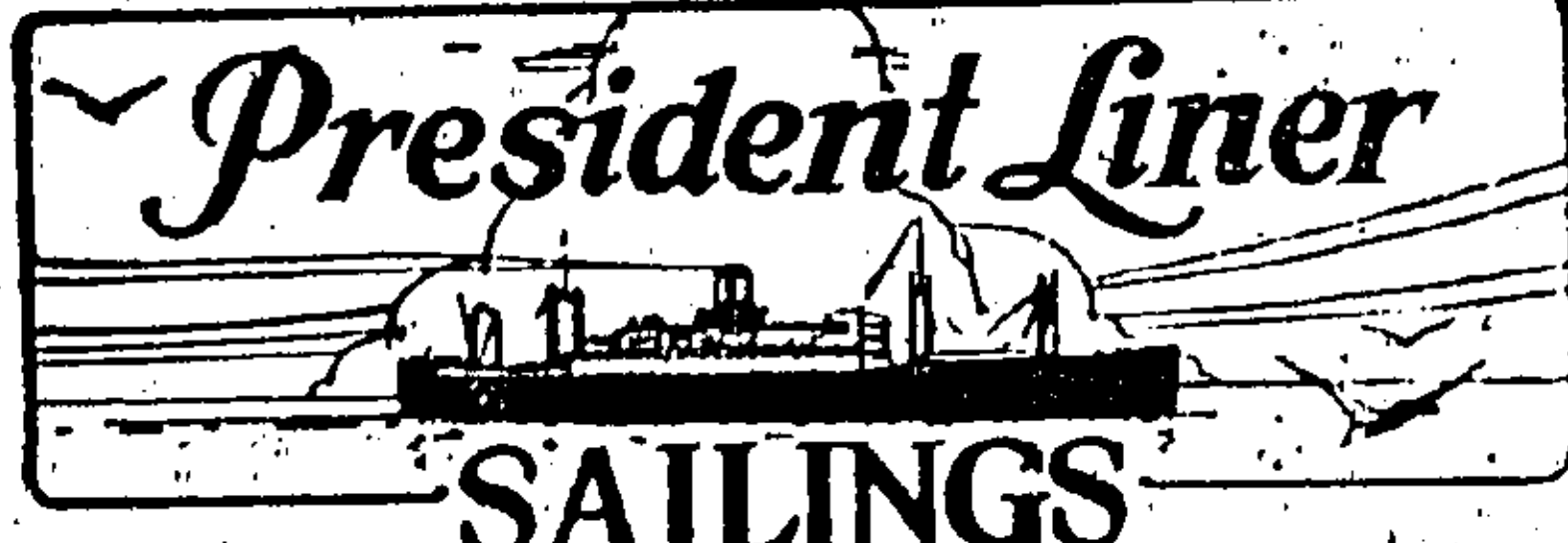
M.S. "BRONXVILLE" due Hongkong 18th Feb. M.S. "PLEASANTVILLE" due Hongkong 22nd Feb.

Accepting cargo for Singapore and Java ports.

For Freight rates and all other information please apply to

THORESEN & CO., LTD.

Queen's Buildings, Agents. Tel. C. 450 & 2003.



WEEKLY TRANS-PACIFIC SERVICE.

To San Francisco & Los Angeles To Seattle & Victoria

Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.
Pres. McKinley Tues., Jan. 28 Pres. Taft Tues., Jan. 21, 1 a.m.
Pres. Grant Tues., Feb. 11 Pres. Jefferson Tues., Feb. 4
Pres. Cleveland Tues., Feb. 25 Pres. Lincoln Tues., Feb. 10

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct.

ROUND THE WORLD.

Fortnightly sailings on Sunday via Manila, Swatow, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Sun., Jan. 26, 8 a.m. Pres. Fillmore Sun., Mar. 9, 8 a.m.
Pres. Harrison Sun., Feb. 9, 8 a.m. Pres. Wilson Sun., Mar. 23, 8 a.m.
Pres. Johnson Sun., Feb. 23, 8 a.m. Pres. V. Buren Sun., Apr. 6, 8 a.m.

To Manila

Pres. McKinley Jan. 18, 6 p.m. Pres. Grant Feb. 1, 6 p.m.
Pres. Adams Jan. 26, 8 a.m. Pres. Harrison Feb. 9, 8 a.m.
Pres. Jefferson Jan. 29, 6 p.m. Pres. Lincoln Feb. 11, 6 p.m.

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on JANUARY 20th

for

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42 Days To New York

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PININSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tonnage	From Hongkong (about)	Destination
† MIRZAPORE	6,715	22nd Jan.	Straits, Colombo & B'bay
† JEYPORE	5,318	25th Jan.	M'les, L'don, Hull, H'bg, Rotterdam & Antwerp
MANTUA	10,946	1st Feb.	Bombay, M'les & London
KARMA	9,128	15th Feb.	Marseilles, London & Hull
† Cargo only.			

Frequent connections from Port said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

Ship	Tonnage	Date	Time	Destination
TAKADA	6,949	21 Jan.	2.30 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	2nd Feb.		S'pore, Penang & Calcutta
SHIRALA	7,841	10th Feb.		S'pore, Penang & Calcutta
KARLIWA	7,936	20th Feb.		S'pore, Penang & Calcutta
TILAWA	10,006	3rd Mar.		S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

Ship	Tonnage	Date	Time	Destination
* NERLORE	6,853	31st Jan.		Manila, Sandakan, Thurs.
TANDA	6,956	28th Feb.		Island, Townsville, B'bane
ST. ALBANS	4,500	4th Apr.		Sydney and Melbourne.
* Calls Port Holland.				

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The E. & A. S.S. Co. Ltd. steamers will also call at Shanghai, H'bg, Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports on route as inducement of cargo.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. French Service of Steamers to London via the Cape. The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

Ship	Tonnage	Date	Time	Destination
SHIRALA	7,841	19 Jan.	6 a.m.	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	26th Jan.		S'hai, Moji, Kobe & Yokohama
TAKLIWA	7,936	30th Jan.		Amoy, Moji, Kobe & Osaka
MACEDONIA	11,120	31st Jan.		S'hai, Moji, Kobe & Yokohama
* Cargo only.				

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 12 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London \$22.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel	"GLENAMORY"	...	...	12th	Feb.
Motor Vessel	"GLENAPP"	...	...	13th	Mar.
Motor Vessel	"GLENBEG"	...	...	7th	May.
Steamship	"GLENIFFER"	...	...	4th	June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel	"GLENAPP"	31st	Jan.
Motor Vessel	"GLENSHIEL"	14th	Feb.
Motor Vessel	"GLENLUCE"	3rd	Mar.
Steamship	"CARNARVONSHIRE"	14th	Mar.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

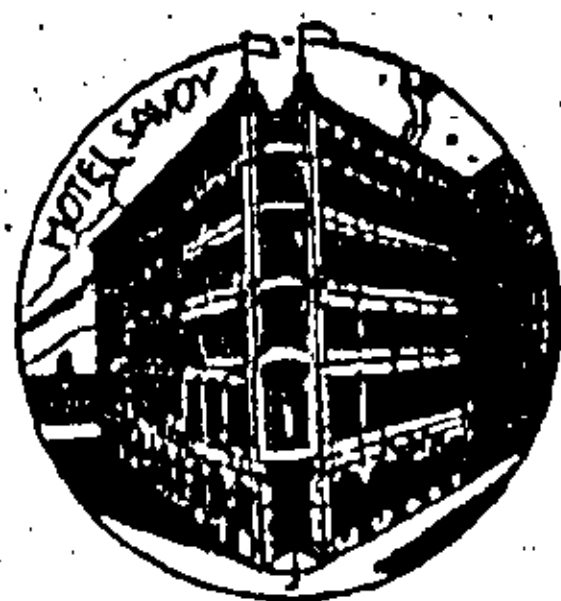
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"RED HAIR"

Clara Bow the girl with "IT" and "REDHAIR" with
scenes in natural colour. From the story by Elinor Glyn.

AT THE MAJESTIC

NATHAN ROAD
KOWLOON.

Printed and Published for the Proprietors by FREDERICK PERRY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

THE PROHIBITION PROBLEM.

HOOVER'S APPEAL TO
PEOPLE.

URGES EVERYONE TO OBEY
LAW OF THE LAND.

MANY DISCLOSURES.

Washington, Jan. 13.
The Administration, flanked by
heavy artillery, submitted the
entire problem of prohibition and
law enforcement to Congress to-
day.

Entrenched in strong positions,
the Administration moved to the
fight with President Hoover and
members of his Cabinet support-
ing the report of the President's
special law enforcement investi-
gating commission, headed by
former Attorney General George
W.ickersham.

President Hoover sent the com-
mission's report to Congress. He
accompanied it with a special
message of his own, 600 words
long.

Mellon Plan Outlined.

These tactics were followed by
additional activity. For the com-
mission's report was accompanied
by an outline of the plans of
Secretary of the Treasury Andrew
W. Mellon for checking smuggling.
It was also accompanied by an
outline of Attorney General Wil-
liam D. Mitchell's plans for speed-
ing prosecution of law violations.

Attorney General Mitchell ap-
proved the commission's re-
commendations in this regard.

President Hoover completed the
onslaught with his own further
recommendations for an increase
in prisons, for reorganization of
the parole system and for tight-
ening law enforcement generally.

Hoover Goes Further.

In brief, the commission's report
urged consolidation of prohibition
enforcement agencies, codification
of prohibition laws, reorganiza-
tion of the federal courts structure
to relieve congestion and appoint-
ment of adequate prosecuting
officials.

In his own brief message Presi-
dent Hoover went somewhat fur-
ther than the commission. He
recommended consolidation of all
anti-smuggling agencies. The
commission believes this matter
should be subject to further study.

President Hoover urged passage
of stricter prohibition enforce-
ment laws. He emphasized the
problem of present court conges-
tion and appealed to all people to
obey the laws of the land.

"While some sections of the
American people may disagree
upon the merits of some questions
involved, every responsible citizen
supports the fundamental prin-
ciple that the law of the land
should be enforced," said Presi-
dent Hoover.

"Staggering Infection."

In its report the commis-
sion said "we have found
a staggering number of
local points of infection." It
recommended the following mea-
sures for better prohibition enforce-
ment:

1. Transfer of prohibition en-
forcement responsibility from the
department of the treasury to the
department of justice.

2. Codify prohibition legislation.

3. Make padlock injunctions more
effective.

4. Pass legislation authorizing
trial of all cases with penalties of
\$500 fines or prison terms of six
months or less without indictment
thus clearing the court congestion.

The commission's report also says
that prohibition observance must
be viewed in the light of the tradi-
tional American attitude toward gov-
ernmental regulation of conduct.

History's Example Cited.

"We must not forget," states the
report significantly, "the many his-
torical examples of large scale pub-
lic disregard for laws in the past."
It says that in order to reach val-
uable conclusions the government
must go deeply into questions of
public opinion. There must be deep
delving into criminal law, remem-
bering the attitude of the pioneer
toward such things.

"We must consider," continues
the report, "the Whig tradition of
the right of revolution, the concep-
tion of natural rights and the fact
that the Puritan attitude clashes
with present day organized in-
terests. We must consider the
various divergences of attitude."

"We have been unable to obtain
figures showing the actual size of
the prohibition problem but we
can cite 80,000 arrests in the past
three years as a staggering num-
ber."

A Great Problem.

The report states that the com-
mission has received reports that
thousands of smuggling roads exist

CIVIL AVIATION PROGRESS.

BIG BRITISH PLANS NOW
MATURING.

COMMERCIAL CRAFT.

London, Jan. 17.

It is understood that this year's
Estimates of the Air Ministry will
provide for increased expenditure
on civil aviation, largely for flying-
boat development and the subsidiz-
ing of new commercial airways.
An extension of inland air lines is
under contemplation. If agreement
can be reached with the Irish Free
State, a regular service to Belfast
and Dublin will be opened.

In addition, negotiations have
been going on regarding the in-
auguration of a regular flying-boat
line between Norway and Sweden
and either the Mouth of the Thames
or some suitable port on the East
Coast.

The Air Ministry, it is stated un-
officially, has decided also to devel-
op on an extensive scale large
commercial flying-boats. Some of
these are already on the stocks, and
others will be laid down during the
coming financial year.

Although these new planes will be
of experimental types, they will, if
the trials are successful, be built
in considerable number. They will
be all-metal and most of them will
be able to carry between 40 and 50
passengers. Their range will be of
about 1,000 miles.

One of the first to be launched
will have accommodation for 50
passengers, and if the present in-
tention of equipping it with six
Napier engines is followed, it will

KOCHOW APPARENTLY NOT TOO SAFE.

Passing Steamers Warned
To Slow Down.

KONG SO RE-FLOATED.

Wuchow, Jan. 17.

The river steamer Kochow
which was beached following
her striking a rock two days
ago, is awaiting the arrival of
assistance. The vessel is
none too safe, and ships pass-
ing up river are being warned
to reduce speed when passing
her.

The s.s. Kong So was re-
floated to-day and proceeded
down river.—Naval Wireless.

OPERA SINGER ON HER RIGHTS.

ENTITLED TO DISTINCT
LEGAL ENTITY.

UPHELD IN U.S. COURT.

New York, Jan. 17.

The right of a wife to maintain
a separate domicile from that of
her husband has been upheld by
the decision of the United States
Court in an important
case in which Madame Ganna
Walska, the famous opera singer,
was concerned.

Madame Walska is the wife of
Mr. Harold F. McCormick, an
American, whose domicile is in
the United States.

She is now paying a visit to
America and Customs Officers
sought to levy duty on her jewel-
lery and other personal property.
Madame Walska, resisting their
efforts on the ground that she is a
resident of Paris and is entitled
to the exemption allowed to
foreign visitors to the United
States.

Miss Genevieve Cline, the first
woman Justice appointed to any
Federal Court, supported the con-
tention of Madame Walska that
the rights of women to distinct
legal entity should be recognised.
—Reuter's American Service.

into Canada and Mexico while only
one-tenth of the 23,000 federal em-
ployees of three federal services
charged with keeping liquor out of
the country are available for in-
vestigation work.

"Therefore," says the report,
"we are confronted with a great
problem. Unification and central-
ization of responsibility means co-
operation between federal and
state agencies. This must come
quite apart from the exigencies of
prohibition which is such a huge
problem that it requires much
further study."

GOLD BASIS FOR CUSTOMS.

FEARED EFFECT ON
JAPAN'S TRADE.

SUGGESTION OF PROTEST BY
THE POWERS.

CURRENCY PROPOSALS

Shanghai, Jan. 17.

Regarding the National Govern-
ment's decision to adopt a gold
basis for Customs payments,
foreign Consular officials yesterday
met at the American Consulate
here to consider what steps should
be taken.

It was stated at the meeting that
Japanese exporters of goods to
China would be adversely affected
if they were required to pay on a gold
basis, and that, from their point of
view, such a method would be a
heavy blow to their trade. They
would certainly have to increase
the prices of their exported goods
in order to meet the situation.

Powers' Consent.

According to messages from
Tokyo, a spokesman of the
Japanese Government has pointed
out that tariff autonomy having
been granted to the National Gov-
ernment by the Powers, the
adoption of a gold basis should not
be enforced without the Powers'
consent. Moreover, as the
Chinese Government has not ful-
filled its promise to abolish *likin*,
the Powers should protest against
the Chinese intention to use the
gold basis for Customs fees.

While the drop in the value of
the silver is having a most detri-
mental effect on the Govern-
ment Treasury and on the Chinese
Customs, according to authentic
reports to hand practically all
Chinese exporters in Peking, and
Tientsin have made enormous pro-
fits during the past three months.

F. V. Business.

In fact, exporters generally are
doing an unprecedented trade
with America and Europe.

On the other hand, there is
a marked decrease in the amount
of foreign goods imported into
Peking and Tientsin, for, dis-
couraged by the low level of
silver, Chinese buyers are inclined
to use "home products" wherever
possible in place of foreign
goods.

Currency Proposals.

Shanghai Chinese bankers,
traders and merchants met yester-
day and passed the following re-
solutions, which are to be sub-
mitted to the Finance Ministry for
consideration:

(1) The abolition of the *tael*
within three months.

(2) The cancellation of all op-
pressive taxation on Chinese
goods.

(3) The adoption of a silver
dollar unit to take the place of the
Tael.

(4) The taking of drastic
measures to curtail speculation in
gold bars.

Likin Abolition.

In view of the second proposal,
it is interesting to note that the
Nanking Finance Ministry has
declared its determination to
abolish *likin* on the 10th October.
The abolition will include all
forms of minor taxation, in the
name of *likin*, on exported Chinese
products as well as on imported
foreign goods.

The Finance Minister, Mr. T. V.
Soong, has been appointed a mem-
ber of the Nanking State Council
and Vice-Chairman of the Nan-
king Examination Yuan, according
to a meeting of the Nanking Cen-
tral Political Council.

Mr. Soong is holding a series of
conferences with Mr. H. H. Kung,
the Minister of Commerce and In-
dustry, on the measures to be
taken regarding the adoption of a
gold basis in respect of Customs
fees.

ANGLO-DUTCH RUBBER ACCORD.

WORKING IN HARMONY ON
INDUSTRY ISSUES.

The Hague, Jan. 17.

A joint meeting of British and
Dutch rubber producers, at which
Professor Freud presided, to-day
decided to form a combined Anglo-
Dutch committee to undertake the
task of continuing the study of
the question of rubber production
and possible restriction.—Reuter.

DRIZZLE OR MIST.

The local weather forecast till
noon to-morrow is:—N.E. winds,
fresh; cloudy, with drizzle or
mist.

QUEEN'S Hear Ramon Novarro Sing!

THE star's golden
voice is heard for the
first time on any screen!

This South Sea ro-
mance is fine in its own
right — with Novarro
singing "The Pagan Love
Song" it becomes an
event no one can miss!



RAMON
NOVARRO
in
THE PAGAN
with
R. NEE ADOREE,
DONALD CRISP, DOROTHY JANIS.

In FOX MOVIE TONE NEWS

GREAT GION TEMPLE FESTIVAL—DARE-
DEVIL RIDERS AT CRYSTAL PALACE
BISON HERDS ON THE TREK—PURDUE
UNIVERSITY DEFEATS MICHIGAN AT
FOOTBALL.

"FURNACE TROUBLE"

with MARGUERITE CHURCHILL

BAKHMANN
and Miss OLGA VOROBIEVA
EUROPE'S GREATEST DARE-DEVIL DANCERS

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

Bookings will be retained only until 10 minutes
before the commencement of the performance.

DESIRE AMONG THE PALMS AND ALONG PARISIAN BOULEVARDS!



with
CHARLES FARRELL
GRETA NISSEN

Adapted from Pierre Frondaie's famous
stage play "L'Incantation."

AT THE
WORLD FINAL SHOWINGS TO-DAY
At 2.30, 5.15, 7.15 & 9.20

A HUNDRED GREAT MOMENTS!

HEART
of a
NATION

You will be stirred by Love—
Pity—Compassion!

A picture that does not Preach
—It Inspires.

AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30 & 5.30
At 9.15

ITALIAN GRAND OPERA